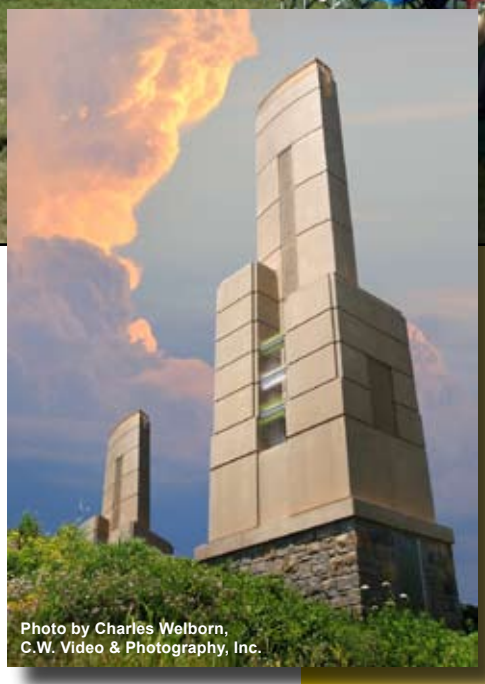
BW

Briarcliff - Winnwood

AREA PLAN



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C.W. Video & Photography, Inc.

City Planning and
Development Department

Citywide Planning Division

Adopted June 18, 2009

KANSAS CITY
MISSOURI

RESOLUTION NO. 090442

Replacing the North Oak Corridor Land Use and Development Plan and a portion of the Briarcliff-Antioch-Davidson Area Plan with the Briarcliff – Winnwood Area Plan for an area bounded by the city limits of Gladstone, Missouri and Pleasant Valley Road (north), the city limits of North Kansas City, Missouri and Missouri Highway 210 (south), Interstate Highway I-435 (east) and the city limits of Kansas City, Missouri (west). (673-S)

WHEREAS, on September 21, 2006, the City Council by Resolution No. 060955 adopted the North Oak Corridor Area Plan and on September 28, 1978, the City Council by Resolution No. 49550 adopted the Briarcliff-Antioch-Davidson Area Plan, as a guide for development and redevelopment of those areas generally bounded by N.E. Englewood Road to the north, 32nd Street to the south, N. Main Street to the west and N. Troost Avenue and Interstate 29/35 to the east, and by Englewood Road on the north, Chouteau Trafficway on the east, North Kansas City city limit line on the south and the Kansas City city limit line on the west; and

WHEREAS, said Briarcliff-Antioch-Davidson Area Plan was amended on November 25, 2003, through the adoption of Resolution No. 031094; was amended on July 20, 2006, through the adoption of Resolution No. 060728; and was further amended on September 21, 2006, through the adoption of Resolution No. 060958; and

WHEREAS, after further review, the City Development Department deemed it appropriate to replace the North Oak Corridor Land Use and Development Plan and a portion of the Briarcliff-Antioch-Davidson Area Plan with the Briarcliff – Winnwood Area Plan an area bounded by the city limits of Gladstone, Missouri and Pleasant Valley Road (north), the city limits of North Kansas City, Missouri and Missouri Highway 210 (south), Interstate Highway I-435 (east) and the city limits of Kansas City, Missouri (west); and

WHEREAS, the City Plan Commission considered such replacement of the existing plans and approval of the new plan on May 19, 2009; and

WHEREAS, after all interested persons were given an opportunity to present testimony, the City Plan Commission did on May 19, 2009, recommend approval of the proposed replacement of the North Oak Corridor Land Use and Development Plan and a portion of the Briarcliff-Antioch-Davidson Area Plan with the Briarcliff – Winnwood Area Plan; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section A. That the North Oak Corridor Land Use and Development Plan and a portion of the Briarcliff-Antioch-Davidson Area Plan is hereby replaced with the Briarcliff – Winnwood Area Plan for an area bounded by the city limits of Gladstone, Missouri and Pleasant Valley Road (north), the city limits of North Kansas City, Missouri

and Missouri Highway 210 (south), Interstate Highway I-435 (east) and the city limits of Kansas City, Missouri (west), which is hereby adopted. A copy of the Briarcliff – Winnwood Area Plan is attached hereto as Exhibit A and incorporated herein by reference.

Section B. That the Briarcliff – Winnwood Area Plan is consistent and complies with the FOCUS Kansas City Plan, adopted on October 30, 1997, by Committee Substitute for Resolution No. 971268, and is adopted as a supplement to the FOCUS Kansas City Plan.

Section C. That the Council finds and declares that before taking any action on the proposed plan, all public notices have been given and hearings have been held as required by law.

SEAL OF KANSAS CITY INCORPORATED 1850 MISSOURI

Authenticated as Passed

Mark Funkhouser, Mayor

Vickie Thompson, City Clerk

JUN 18 2009

Date Passed

CREDITS and acknowledgments

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The Honorable Mark Funkhouser

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Wayne A. Cauthen

KANSAS CITY
MISSOURI

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Bill Judy
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EXECUTIVE SUMMARY

The *Briarcliff-Winnwood Area Plan* is a planning guide designed to achieve the community's vision of a sustainable and "green" community consisting of strong and healthy neighborhoods. Integrating the actions and lifestyle choices needed to support innovative approaches for a whole-systems approach to design, development, operation, and construction. The recommendations of this Plan:

- Serve as the vision and framework for long-range public policy decisions related to land use and urban design, neighborhoods and housing, transportation, infrastructure, and public services
- Promote economic growth and target incentives
- Limit environment impact on local ecosystems
- Promote stable neighborhoods with a range of housing types and values
- Create a citizen based approach to implementing the Plan

Vision Statements and Guiding Principles

The following Vision Statements were prepared to serve as the basic framework for the *Briarcliff-Winnwood Area Plan* and is substantially guided by the goals necessary to achieve a sustainable community and implement the recommendations of the *FOCUS Kansas City Plan.* This vision is based on the meaningful public input collected during the planning process.

- Promote sustainable practices and a "green" community, including actions to implement the City's Climate Protection Plan.
- Protect and enhance parks and open space areas.
- Promote compatible growth and a mix of uses.
- Revitalize existing commercial corridors into mixed-use nodes.
- Maintain and enhance existing housing and promote new housing choices.
- Promote quality infill development and new development.
- Promote neighborhood identity and a sense of pride.
- Provide enhanced mobility through multi-modal transportation alternatives.
- Improve and maintain basic infrastructure.
- Encourage economic development by attracting, retaining, and supporting business.

The Vision Statements are supported by the following Guiding Principles, and the recommendations found throughout the Area Plan.

Sustainability is to "meet the needs of the present while ensuring that future generations have the same or better opportunities."

Definition adopted in 1987 by the World Commission on Environment and Development (the Brundtland Commission)

LAND USE AND DEVELOPMENT

PROMOTE COMPATIBLE GROWTH AND A MIX OF USES

- Promote and incentivize development that supports alternative modes of transportation, e.g. transit, walking, and biking.
- Intermix compatible housing types in new development, and do not concentrate areas of high-density or subsidized housing.
- Locate medium-high and high-density residential development in areas along major roadways, close to existing or future transit facilities, near commercial areas and/or within "mixed-use" districts, and near employment centers.
- Cluster future retail areas into "mixed-use" district "nodes" with neighborhood oriented businesses that serve as neighborhood destinations and are designed as "people places" with community facilities and civic spaces. The expansion of existing commercial zoning for linear strip commercial development is strongly discouraged.
- As areas designated for "mixed-use" are redeveloped, integrate new housing into the development design (e.g., urban townhomes, residential above retail, but not including conventional garden-apartment style buildings).
- Direct heavier commercial activities, including adult entertainment and automotive-oriented uses, and industrial uses to locations close to freeways and expressways, rather than along arterial streets or near residential areas.

PROMOTE QUALITY INFILL DEVELOPMENT AND DEVELOPMENT DESIGN

- Implement design guidelines to enhance the appearance of existing and future development to ensure compatibility with nearby neighborhoods when they are renovated or redeveloped.
- Encourage compatible infill housing in neighborhoods, which may include well designed small-lot single-family or low-density attached housing choices that blends with the character of the neighborhood.
- Promote the use of "green" building and development standards, and substantially integrate such sustainable practices in projects receiving economic incentives.
- Revitalize Existing Commercial Corridors:
  - Target economic incentives to priority zones to assist with the higher costs and challenges associated with revitalizing and redeveloping aging or obsolete commercial sites.
  - Use innovative approaches with flexible development standards and guidelines to achieve higher quality development design and compatibility with nearby neighborhoods, while remaining competitive in the marketplace.
  - Target existing obsolete or "heavy" commercial zoned areas located near neighborhoods for rezoning and redevelopment with residential, office, or neighborhood business mixed-uses.

NEIGHBORHOODS AND HOUSING

- Promote stable neighborhoods that build on the excitement of many cultures and that attract high quality new development in strategic locations.
- Maintain and enhance existing housing stock to secure viability and competitiveness in the marketplace.
- Promote a full range of housing choices for all citizens and income levels.
- Promote quality and compatible infill development, new development, and redevelopment.
- Promote neighborhood identity and a sense of pride.
- Aggressively target property maintenance and code enforcement issues.
- Enhance basic infrastructure within neighborhoods.

TRANSPORTATION

- Promote a "balanced" and energy efficient transportation system that uniformly considers the needs of vehicles, transit services, pedestrians, and bicycles.
- Provide a safe, accessible, attractive and convenient network of sidewalks, trails, and bicycle routes with convenient access to transit services and jobs.
- Target priority improvements for street and sidewalk systems to neighborhoods with the most deficient existing infrastructure, as well as corridors providing connectivity with key neighborhood destinations such as schools, parks, transit stops, institutional uses, recreational facilities, employment centers and neighborhood retail services.
- Coordinate with other jurisdictions to implement a regional transportation system.
- Improve transportation options throughout the Plan Area by making transit use more convenient, safe, and affordable and by providing additional transit service as needed.
- Create a rapid transit system that builds strong neighborhoods and supports economic development.

INFRASTRUCTURE

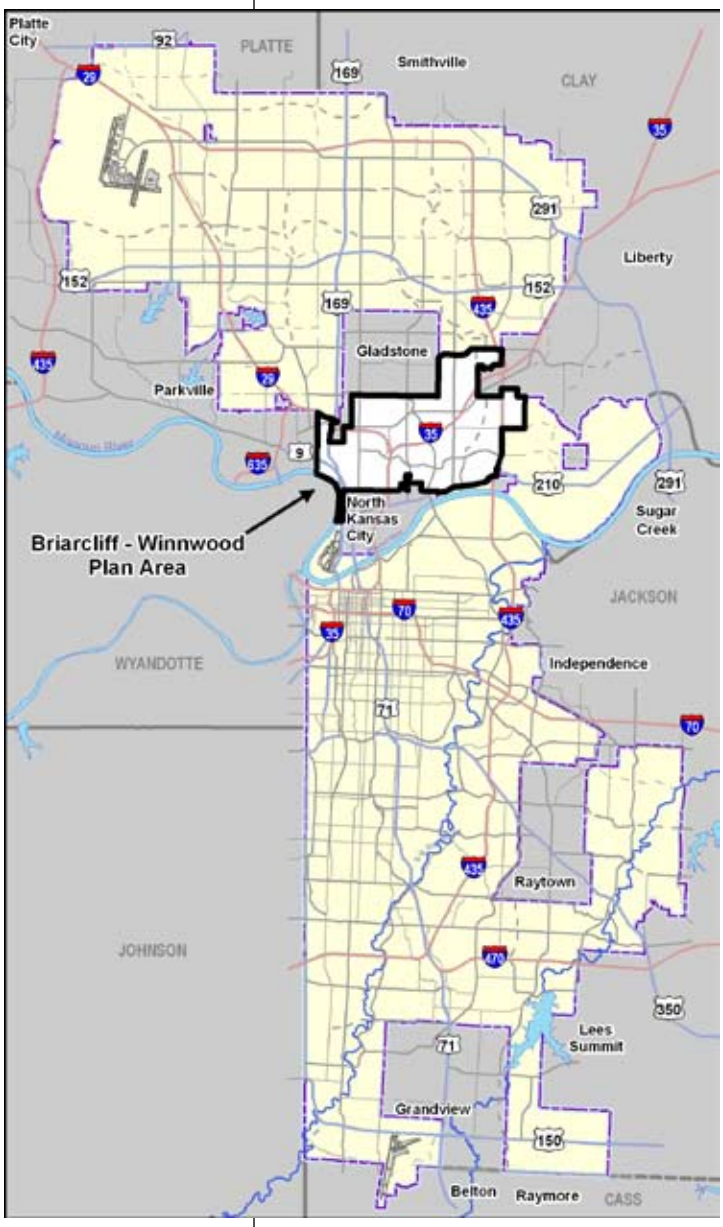
- Enhance and adequately maintain basic infrastructure.
- Integrate the use of "green infrastructure" and natural systems to maintain and enhance environmental quality by having the systems perform such functions as cleaning air and water, and controlling storm water runoff.
- Target priority improvements for water, sanitary sewer, and storm water systems in areas with existing deficient services.
- Enhance storm water management systems throughout the Plan Area, including storm water runoff impacts on the water quality and stream health.
- Pursue a comprehensive targeted approach to addressing all necessary infrastructure improvements concurrently in an area when capital improvements are planned.
- Implement long-term solutions for improving sanitary sewer services and eliminating septic systems.

INTRODUCTION

Plan Area

The Briarcliff-Winnwood Plan Area (Plan Area) covers 18-square miles of land in Kansas City, Missouri, north of the Missouri River generally bounded by:

- North: The City of Gladstone and Pleasant Valley Road
- South: Missouri Highway 210 and the City of North Kansas City
- East: The City of Claycomo, the City of Pleasant Valley, and Interstate Highway 435
- West: The city limits of Kansas City, Missouri



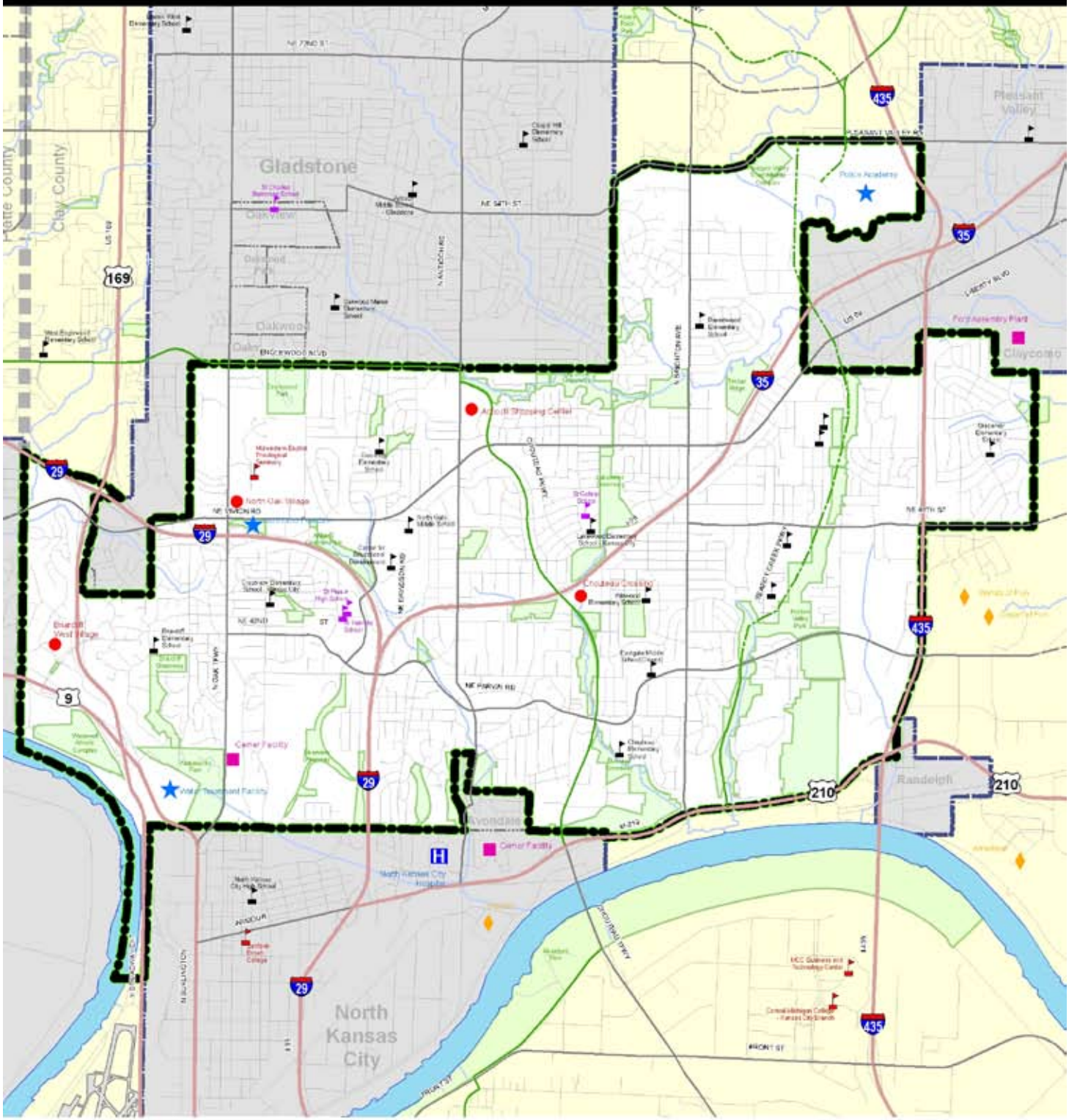
Annexed to Kansas City in the 1950s, this area is considered a prime example of a "first ring suburb" in the Kansas City metropolitan area where a majority of the housing was built just after World War II and has limited remaining undeveloped land within the city's boundaries.

After decades of rapid growth, today this area is experiencing many of the same challenges found in the core city including aging infrastructure, increases in rental housing, housing with stagnant values in need of modernization to remain competitive in the marketplace, and aging or obsolete business areas facing significant competition from newer office and retail areas developing on the fringe of the city. First-tier suburbs, including the planning area, are no longer homogenous communities in age, race, or income, and the aging housing stock must be updated to meet these demographic changes.

The planning area also has many strengths due to its history as well as its close proximity to downtown Kansas City. These include a diverse mix of people, businesses, and housing stock, in several of the finest neighborhoods and quality school districts within the metropolitan area. Participants in the planning process indicated a great desire to build on the area's strengths while aggressively addressing its challenges in a proactive manner to ensure the long-term sustainability of the community, and to offer opportunities for residents to remain in their neighborhoods over a lifetime.

Vicinity Map

Briarcliff - Winnwood Area Plan



City Limit
Study Area
Adjacent Communities
Local Streets

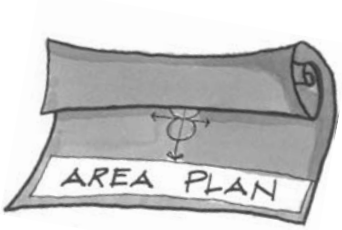
Feet
0
4,850
9,700

Purpose of the Plan

The *Briarcliff-Winnwood Area Plan* serves as both the vision and the framework for long-range public policy decisions. It provides additional detail specifically related to the planning area for the implementation of citywide initiatives established in the City's Comprehensive Plan, the *FOCUS Kansas City Plan*, adopted in 1997 by Resolution No. 971268. It integrates the recommendations of FOCUS, as well as components of other technical plans and city initiatives into one comprehensive document, and provides an action plan for implementation which is the process of putting the Area Plan into action.

The Plan serves as the policy document for this Plan Area. Specifically, the Area Plan will:

- Serve as the City's adopted "Plan-of-Record" for the area.
- Outline the future vision and strategies for the area.
- Recommend strategies to enhance the area and guide community decisions related to:
  - Land use, development, redevelopment, and zoning
  - Neighborhood and housing revitalization
  - Public infrastructure and transportation investments
  - Urban Design Guidelines for Public and Private Investments
- Incorporate sustainable approaches that will improve the quality of life in our city
- Coordinate with existing and ongoing community initiatives
- Outline an action plan for implementation.



INTEGRATION OF THE NORTH OAK CORRIDOR PLAN

The North Oak Corridor Land Use and Development Plan was adopted by the City Council on September 21, 2006 by Resolution No. 060955 to serve as the guide for future development and redevelopment of that part of Kansas City. The Plan Area was defined by Englewood Rd on the north, NE 32nd St on the south, N Troost Ave. / I-29 / I-35 on the east, and N Main St. on the west. The Briarcliff-Winnwood Area Plan integrates the recommendations of the North Oak Corridor Plan and replaces the Corridor Plan as the official plan of record for this area.

The citizen-based Steering Committee and Technical Advisory Committee met throughout the planning process. The Committees were the primary decision-making body, up to the point the Area Plan was submitted to the City Plan Commision and City Council for adoption.

A diverse group of citizens were engaged during multiple community workshops, which included hands-on exercises to identify key priorities and strategies to implement the Area Plan recommendations.

Citizens at community meetings helped identify areas to target for infrastructure improvements, revitalization, and redevelopment to ensure long-term sustainability.

Citizen Steering Committee Co-Chairs Keith Nelson and Carol Meierotto cut the cake at the community open house to celebrate completion of the planning process.

The Participation Process

Planning is a process by which a community assesses what it is and what it wants to become, then decides how to make it happen. Specifically, planning guides public policy decisions on land use, infrastructure, public services, and zoning.

In order to be successful, an area plan must address the community's primary issues. Therefore, public participation was essential for preparing this Plan. The concepts, direction and final recommendations in this Plan are a result of an inclusive public process that identified and addressed the weaknesses, challenges, strengths and opportunities in the Plan Area. The planning process included the following:

STEERING COMMITTEE

A citizen-based Steering Committee appointed by the Mayor articulated overall directions and reviewed principles and concepts throughout the planning process. The Steering Committee included residents, property owners, business owners, and public officials.

TECHNICAL ADVISORY COMMITTEE

Technical expertise and guidance was provided by staff members from the City of Kansas City, and representatives of the Mid America Regional Council (MARC), Economic Development Corporation of Kansas City, Clay County Economic Development Council, Missouri Department of Transportation (MoDOT), Kansas City Area Transportation Authority (KCATA), Northland Regional Chamber of Commerce, the offices of U.S. Senator Christopher S. "Kit" Bond and Missouri Sixth District Congressman Sam Graves, and representatives from surrounding communities.

COMMITTEE MEETINGS AND COMMUNITY WORKSHOPS

I4 workshops with the public and the appointed committees were held throughout the planning process to provide open dialogue and to help stakeholders and residents shape the vision of the area. These workshops included:

- Five community meetings,
- Four neighborhood meetings, and
- Five Steering Committee meetings.

SUPPORTING INFORMATION

The Briarcliff-Winnwood Area Plan Data Book provides a detailed analysis of existing conditions related to land use and development, demographics, housing and neighborhoods, transportation and infrastructure, economic incentives and other supporting information. This document provided a frame of reference for the Plan vision and the foundation for the Plan's recommendations.

Market Overview

In 2008, a market review was conducted as a tool to identify market trends in the Plan Area and to help guide targeted land use and development strategies for the future. Changes in population, the age and income distributions of the population, and the number of people employed by different sectors of the economy will impact the demand for retail goods and office space within the local area.

HOUSING MARKET

By 2030, the population of the Plan Area is projected to increase by approximately 1,500 residents. In the future, the community is expected to need a wider variety of housing choices to meet the demands of increasingly diverse lifestyles and population characteristics. Satisfying future housing demand and accommodating new housing choices in the Plan Area must consider:

- A total of approximately 4,600 to 4,800 new housing units will be needed by 2030. Approximately 650 of these units will be needed to accommodate the population growth, while the remaining 4000+ units will be needed to replace housing that is removed due to age, condition, or natural causes.
- An annual average of 180 to 200 units of replacement housing will be needed to satisfy the housing demand. Construction of replacement housing may be possible on existing residential parcels where housing has been removed.
- Additional new housing construction is possible on both undeveloped residentially zoned land as well as vacant sites in predominately developed areas.
- Redeveloping aging or obsolete commercial areas, such as the North Oak Corridor and Antioch Center, offer great opportunities to incorporate a mix of uses and a higher density housing component.
- The Plan Area has a healthy supply of "workforce housing" (owner and renter housing available to households earning less than 80 percent of the metro area median). However such housing needs to be maintained in quality condition and/or modernized to be competitive in the marketplace, while remaining affordable for retail and public service employees.

Tim Underwood, Home Builders Assoc. of Greater Kansas City, presented information at a community meeting about future housing needs and trends in the Kansas City area

Citizens worked in small groups at a community meeting to identify "neighborhood anchors" and "areas susceptible to change" that due to their condition or current land use should evolve in the future.

The Plan Area is diverse in its variety of neighborhoods and housing stock, ranging from the post World War II era to newer upscale housing developments. Providing the right mix of housing choices for all residents is essential to meeting the long-term needs of the community.

Citzens strongly support encouraging the development of neighborhood mixed-use centers in the Plan Area, similar to the scale and appearance of the Brookside.

Briarcliff Village located at US 169 Hwy and Briarcliff Pkwy serves as a model for high quality mixed-use design. Smaller variations of this design at a neighborhood-scale with a significant emphasis upon urban residential dwelling types may be feasible along North Oak Tfwy and other redevelopment infill sites.

There are numerous aging commercial corridors, such as this area around the I-35 / Antioch Rd interchange, where there are opportunities for new moderate-to-high intensity mixed-use development consisting of retail, office, and housing.

OFFICE AND RETAIL MARKET

The Plan Area faces significant competition from its close proximity to the downtown office market, as well as newer office and retail developments in the I-29 and I-35 corridors north of the Plan Area in the developing fringe of the City. Planning for future office and retail in the Plan Area must consider the following:

- Any future demand for Class A office space and regional retail uses in the Plan Area can likely be satisfied through expansion of Briarcliff Village, and redevelopment of the Antioch Center and retail hubs along North Oak Trafficway.
- There will be limited demand for additional new office buildings in the Northland until the over 1 million square feet of vacant office inventory is reduced. However, there may be some additional demand for development of smaller office buildings for build-to-suit single use tenants such as medical, insurance, finance, or real estate firms.
- Smaller build-to-suit single use tenant commercial buildings may occur on infill parcels of one-acre or smaller resulting in one-story buildings up to 10,000 square feet in size.
- There is approximately 160 acres of vacant non-residential land scattered among 62 parcels in the Plan Area. Given the limited future demand for additional retail, many of these parcels should be evaluated for use for residential purposes and/or smaller mixed-use projects providing neighborhood-oriented office and retail services.
- Mixed use projects in the Plan Area could range from 2-3 stories in height and 10,000 to 50,000 square feet of floor area, with a residential component representing as much as two-thirds of each development.

Any new large-scale Class 'A' office and regional retail uses in the Plan Area can likely be accommodated in the foreseeable future at Briarcliff Village, the redevelopment areas of Antioch Center Mall, and around the North Oak Tfwy / Vivion Road / I-29 interchange area.

LAND USE
and development

Briarcliff - Winnwood
AREA PLAN

Introduction

This section serves as a guide for land use and development planning decisions. It is intended to be based on economic reality while outlining important planning issues and guiding principles to achieve a sustainable community and the preferred urban form.

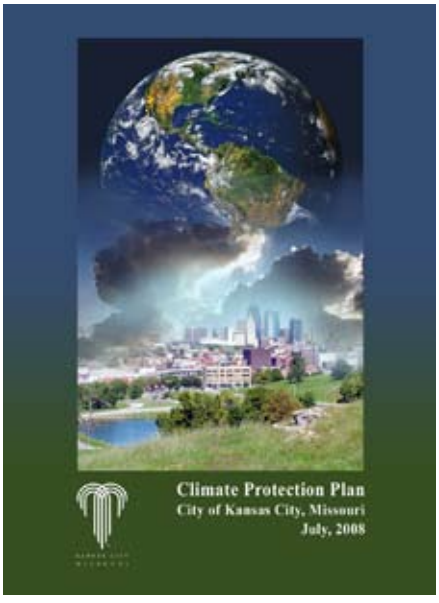
Key Issues

The following issues were identified by community participants during the planning process:

- **Sustainable practices:** Planning for the future should address the impacts of development on the environment and human activities that contribute to climate disruption. Addressing these challenges will result in substantial benefits: energy and financial savings, better quality housing for all residents, more transportation choices, new business and employment opportunities, healthier citizens, and a more close-knit community.
- **Economic development:** Businesses and employers in the Plan Area will continue to have significant competitive pressure from newer developments in outlying fringe areas of the City and its suburbs. In order for the Plan Area to remain competitive in the future, quality public infrastructure and well maintained and affordable housing are essential.
- **Aging commercial corridors:** Many areas along major streets have a pattern of small aging or obsolete commercial sites and retail strip centers. Revitalization or redevelopment of these areas will be necessary to be competitive in the marketplace. These areas may also provide opportunities for new housing. Creative approaches to financing and development design will be necessary for these improvement efforts to be economically feasible.
- **High intensity zoning:** Many older commercial corridors are currently zoned for "community commercial" and "heavy commercial" uses that have attracted automotive-oriented and other intensive commercial uses which are not considered compatible with nearby residential neighborhoods either through their use or site design. These areas when located in close proximity to residential uses should be "downzoned" to promote uses more compatible with nearby residential properties, such as neighborhood mixed-use or residential uses.
- **Higher density housing:** The Plan Area will need to accommodate a variety of new housing choices in the future, some of which will need to be higher density owner-occupied and renter-occupied housing. Multi-family development in the past has often been concentrated in areas with limited access to community services, transit, parks with recreation facilities, and safe walking / biking routes to schools and community destinations. Concentrating multi-family development in these locations should be discouraged.

"Promote and incentivize development patterns that support alternative modes of transportation and land use. Avoid "leapfrog", sprawl-type development that is typically auto-dependent. Foster walking, biking, and transit as essential elements in all City land use planning and development."

Land Use Planning & Development Recommendation #1, Climate Protection Plan, City of Kansas City, Missouri, July 2008



The Briarcliff-Winnwood Area Plan incorporates land use, development, transportation, and infrastructure recommendations and strategies of the City of Kansas City, MO Climate Protection Plan, July 2008

"Through application of existing codes, incentives to developers, and revisions to codes, encourage a more compact, mixed-use, interconnected development pattern structured around existing development and defined centers."

Land Use Planning & Development strategy/action plan, Climate Protection Plan, City of Kansas City, Missouri, July 2008

Guiding Principles

The following guiding principles were prepared to address the key land use and development issues identified during the community planning process:

PROMOTE COMPATIBLE GROWTH AND A MIX OF USES

- Promote and incentivize development that supports alternative modes of transportation, e.g. transit, walking, and biking.
- Intermix compatible housing types in new development, and do not concentrate areas of high-density or subsidized housing.
- Locate medium-high and high-density residential development in areas along major roadways, close to existing or future transit facilities, near commercial areas and/or within "mixed-use" districts.
- Cluster future retail areas into "mixed-use" district "nodes" with neighborhood oriented businesses that transition into neighborhoods and serve as neighborhood destinations and are designed as "people places" with community facilities and civic spaces. The expansion of existing commercial zoning for linear strip commercial development is strongly discouraged.
- As areas designated for "mixed-use" are redeveloped, integrate new housing into the development design (e.g., urban townhomes, residential above retail, but not including conventional garden-apartment style buildings).
- Direct heavier commercial activities, including adult entertainment, automotive-oriented uses, and industrial uses to locations close to freeways and expressways, rather than along arterial streets or near residential areas.

PROMOTE QUALITY INFILL DEVELOPMENT AND DEVELOPMENT DESIGN

- Implement design guidelines to enhance the appearance of existing nonresidential buildings and their compatibility with nearby neighborhoods when they are renovated or redeveloped.
- Encourage compatible infill housing in neighborhoods, which may include well designed small-lot single-family or low-density attached housing choices that blends with the character of the neighborhood.
- Promote the use of "green" building and development standards, and substantially integrate such sustainable practices in projects receiving economic incentives.

REVITALIZE EXISTING COMMERCIAL CORRIDORS

- Target economic incentives to priority zones to assist with the higher costs and challenges associated with revitalizing and redeveloping aging or obsolete commercial sites.
- Use innovative approaches with flexible development standards and guidelines to achieve higher quality development design and compatibility with nearby neighborhoods, while remaining competitive in the marketplace.
- Target existing obsolete or "heavy" commercial zoned areas located near neighborhoods for rezoning and redevelopment with residential, office, or neighborhood business mixed-uses.

Land Use Plan

The Land Use Plan provides the framework for future development and redevelopment decisions within the Plan Area by outlining the recommended pattern of land uses and densities. It is based upon the values and guiding principles identified by the community during the planning process. The land use designations are for planning purposes and do not represent a change to existing zoning. However, the zoning of many areas are currently not consistent with the Land Use Plan and should be considered for rezoning. The land use categories and definitions are described on the proceeding pages, and include the recommended corresponding zoning categories of the Kansas City Zoning and Development Code.

Residential Low: Primarily intended for single family detached residential development, but allows a variety of residential building types up to 5.8 units per acre. This land use classification corresponds with the "R7.5" and "R10" zoning categories.

Residential Medium: Intended for a variety of building types that allows up to 8.7 units per acre. This land use classification corresponds with the "R5", "R6" and "R7.5" zoning categories.

Residential Medium-High: Includes small lot single-family development, town homes, duplexes and apartments up to 17.4 units per acre. This land use classification corresponds with the "R2.5" zoning category.

Residential High: Includes small lot single-family development, town homes, duplexes and apartments up to 29 units per acre. This land use classification corresponds with the "R1.5" zoning category.

Office: Primarily intended to accommodate professional, administrative and corporate office uses (uses that require a large public interface should be reserved for Commercial and Mixed-Use areas). This land use classification corresponds with the "0" zoning category.

Mixed-Use Neighborhood: Primarily intended to accommodate and promote neighborhood serving retail sales or service uses, as well as mixed-use development consisting of business uses on a building's lower floors and residential uses on upper floors. This type of vertical, mixed-use development includes a variety of business and residential choices and should enhance the pedestrian environment of the community. Encouraging residential development in mixed-use areas provides increased housing choice and promotes higher density housing. This land use classification corresponds with the "B1" and "B2" zoning categories.

Mixed-Use Community: Primarily intended to accommodate and promote a variety of community-serving retail sales or service uses generally of a higher intensity and larger scale than what is allowed in Mixed-Use Neighborhood areas. This category should include a mix of business and residential uses designed to enhance the pedestrian environment of the community, and corresponds with the "B3" zoning category.

Residential Low

Residential Medium

Residential Medium-High

Residential High

Office

Mixed-use Neighborhood

Mixed-use Community

Commercial

Light Industrial

Institutional

Parks

Open Space / Buffer

Commercial: Primarily intended to accommodate "heavier" commercial activities and/or operations that are not found in or compatible with mixed-use neighborhood oriented environments, and includes large-scale commercial development targeted in designated areas along major arterials with highway access. This land use classification corresponds with the "B4" zoning category.

Light Industrial: Primarily intended for industrial uses that might include light manufacturing, warehousing, wholesale storage, distribution centers, office parks and will allow on-site customers and other less intensive industrial uses. These areas are intended to promote the economic viability of industrial uses; encourage employment growth; and limit the encroachment of unplanned residential and other non-industrial development into industrial areas. This land use classification corresponds with the "M1" zoning category.

Institutional: Areas designated as Institutional include a variety of public and quasi-public uses and facilities including but not limited to: schools, churches, and public facilities that are government owned. More intensive uses like hospitals, and large government office buildings should be limited to appropriate non-residential areas.

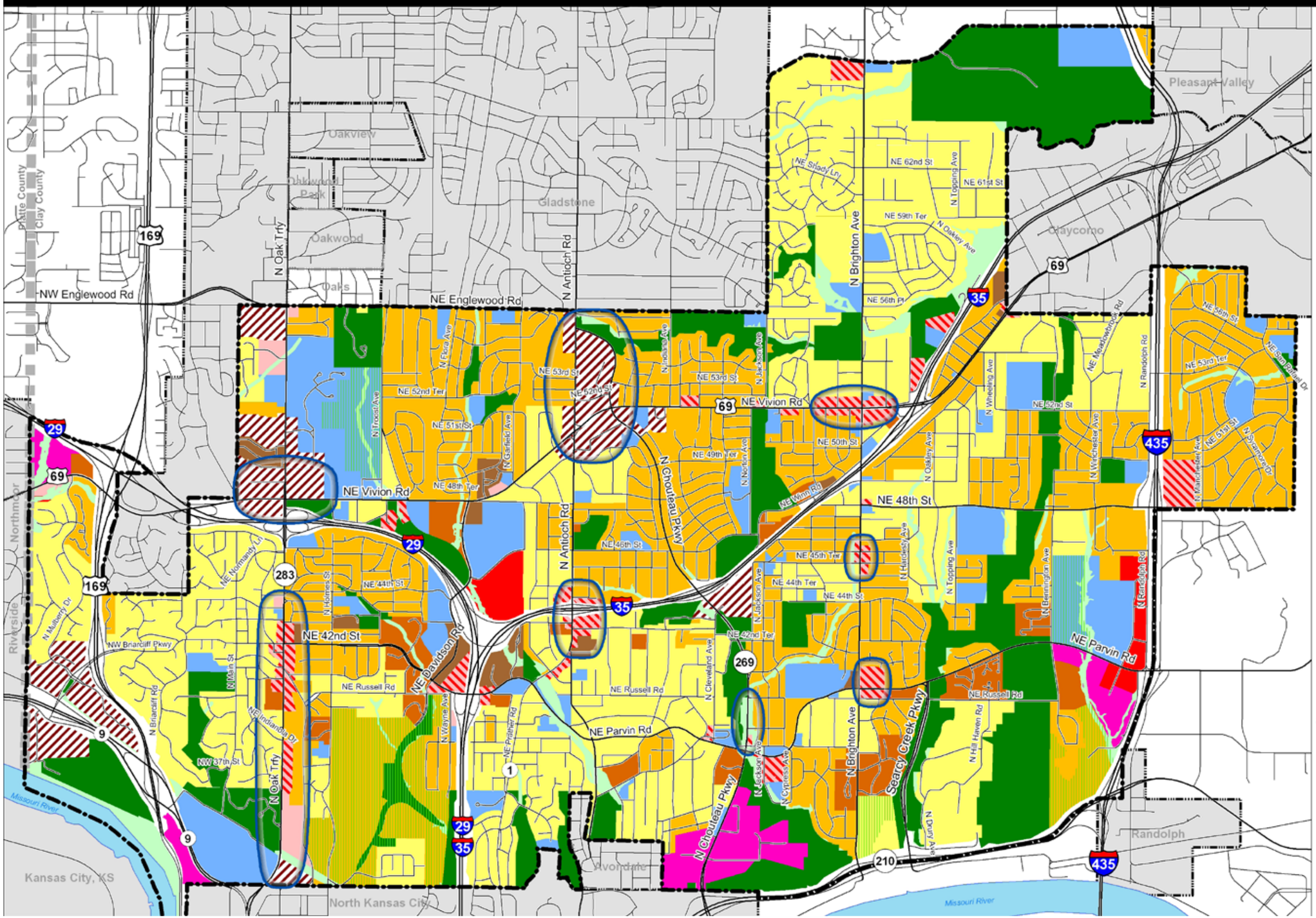
Parks: Public or private land reserved for parks and parkways that is intended to accommodate active and passive parklands, trails, recreational uses, environmentally sensitive areas, or any other lands reserved for permanent open space purposes.

Open Space/Buffer: Consists of private or public lands that are in some way either temporarily or permanently reserved from development, including lands unsuitable for development. This includes but is not limited to creeks and stream buffers, floodplains, woodlands, severe slopes, and buffer zones around natural resources (areas difficult for development due to topography, hydrology, aged woodlands, archeological findings, etc.)

Conservation District Overlay: Areas are intended to encourage flexibility in design standards (example: reduced lot sizes or increased density) in exchange for 60% open space preservation. These areas will allow a variety of uses and residential densities and building types (consistent with the underlying recommended land use). These areas will provide additional open space and recreational amenities for residents, preserve environmentally sensitive resources as well as reduce storm water runoff and water pollutants. This land use classification corresponds with the Conservation Development option for "R" Districts.

Future Land Use

Briarcliff - Winnwood Area Plan



Priority Areas for Revitalization or Redevelopment

Participants in the planning process identified eight priority areas to target for revitalization and/or redevelopment in order to ensure the long-term health and sustainability of the Plan Area. The general locations of these areas are reflected on the Future Land Use map. The actual boundaries of these areas should be considered flexible, and may be modified based on additional neighborhood-level planning and participation by area business owners and neighborhood residents.

In general, each priority area consists of aging commercial properties that have become increasingly obsolete and are at a competitive disadvantage with newer development areas on the fringe of the City or in surrounding suburbs. These targeted areas are also often in close proximity to residential properties and have limited ability to expand without encroaching into existing residential areas. Generally areas needing complete redevelopment are those in which the most severe problems exist – the structures have limited viability in the marketplace, have a blighted appearance, and may require demolition. All areas may need a combination of public and private investment to make redevelopment economically feasible.

Planning and development efforts for the priority areas should strive to create neighborhood destinations where people can live, work and play; safely walk from their homes to places to shop or work; and conveniently access transit options to travel to other parts of the City. Improving the economic viability of these areas should be a key strategy for meeting the future market needs of new residential, office, and retail services throughout the Plan Area.

Revitalization or redevelopment actions for the priority zones may include some or all of the following:

RECOMMENDATIONS FOR PRIORITY ZONES

- Conduct detailed planning studies for each priority zone to determine the appropriate mix of land uses, to identify infrastructure needs to support the preferred mix of uses, to implement urban design standards to ensure compatibility with nearby neighborhoods, and to provide strategies that encourage and support revitalization and/or redevelopment.
- Determine appropriate partnerships for public and private investment and identify other redevelopment tools that will attract development and motivate property owners to reinvest in their businesses and homes.
- Preserve existing structures that are sound or that may be historically significant, and demolish structures which are in poor condition.
- Create a new urban fabric for the area, including upgrading infrastructure and access to multi-modal transit.
- Integrate Best Managment Practices (BMPs) and green infrastructure.

Existing conditions at the Antioch Mall Shopping Center consist of obsolete and underused commercial structures, large surface parking lots, and minimal landscaping. The Antioch Mall TIF Plan was established by Ordinance #050833 on 3/23/2006.

General location of the priority area identified by the Future Land Use map. The actual boundaries should be considered flexible, and may be modified based on additional neighborhood-level planning and participation by area business owners and neighborhood residents.

The Briarcliff-Winnwood Steering Committee strongly recommended with approval of the Area Plan that if the existing Antioch Mall TIF plan does not proceed as established by Ordinance #050833 on 3/23/2006, then any future development plans or amendments to the approved plan should comply with the mixed-use design and redevelopment strategies outlined by the Area Plan. Other redevelopment sites around the shopping center site are expected to comply with the redevelopment strategies by the Area Plan when plans or other financial incentives are proposed for those properties.

PRIORITY ZONE AREAS

The following provides a brief overview of each of the recommended priority areas. While all areas have similar characteristics, the magnitude of efforts needed and the intensity of potential uses in each area varies significantly.

ANTIOCH SHOPPING CENTER AND SURROUNDING AREA

This area should consist of large-scale community mixed-use development with a dense combination of retail, office, and residential uses. Complete redevelopment of this area is recommended, including the Antioch Center Shopping Mall and surrounding retail properties. This area should serve as the focal point and community gathering place for the entire Plan Area. Redevelopment strategies should incorporate the following key elements:

- Higher intensity commercial and office uses, generally more than one-story in height.
- A mixture of higher density residential uses, including housing for the elderly, residential above retail, and multi-story residential structures.
- A strong multi-modal design, including pedestrian, bicycle facilities, regioanl trails and a hub for rapid transit and local bus route services.
- Well-designed connectivity with surrounding neighborhoods, including buildings sensitive to the neighborhood architecture and character.
- A significant urban community gathering place.
- Streetscape enhancements and gateway features consistent with the Urban Design Framework Plan.
- Integrate a connected grid of streets and sidewalks.

Vision sketch of the a community mixed-use area for possible redevelopment of the Antioch Center Shopping Mall and surrounding area

NORTH OAK CORRIDOR (VIVION RD / I-29 INTERCHANGE AREA)

This area should consist of a variety of revitalization and redevelopment projects to implement the recommendations of the North Oak Corridor Plan. As revitalization and redevelopment occurs the following key elements should be incorporated:

- Maintain the Anita B. Gorman Park and the Northland Fountain as permanent park and civic spaces.
- Primary gateway features, including but not limited to entry features on all four corners of the North Oak Trafficway and Vivion Rd intersection.
- Intense streetscape standards, including landscaping within or on the edges of North Oak Trafficway, to create an immediate impression of a parkway.
- A strong multi-modal design including pedestrian and bicycle facilities, and a hub for rapid transit and local bus route services.
- Improvements to the street character for Vivion Rd consistent with the Vivion Rd Corridor Study, and for North Oak Trafficway consistent with the "parkway-like" concept (see Transportation Section)
- I-29 interchange improvements for vehicular circulation and to eliminate pedestrian and bicycle barriers (see Transportation Section).
- Higher intensity commercial and office uses, generally more than one-story in height.
- A mixture of higher density residential uses, including housing for the elderly, residential above retail, and multi-story residential structures.
- A significant urban community gathering place(s) in the developed area.
- Well-designed connectivity with surrounding neighborhoods, including buildings sensitive to the neighborhood architecture and character.
- Coordinate with utility providers to ensure maintenance and upgrades are dealt with as efficiently and aesthetically as possible.

Vision sketch of the future redevelopment in the North Oak Corridor, on the west side of North Oak Tfwy. The existing Anita B. Gorman Park and Northland Fountain on the east side of North Oak Tfwy will remain as permanent park and civic spaces.

Aerial view of the North Oak Tfwy / Vivion Rd / I-29 Interchange area.

General location of the priority area identified by the Future Land Use map. The actual boundaries should be considered flexible, and may be modified based on additional neighborhood-level planning and participation by area business owners and neighborhood residents.

Aerial view of the North Oak Corridor at Cherry St.

General location of the priority area identified by the Future Land Use map. The actual boundaries should be considered flexible, and may be modified based on additional neighborhood-level planning and participation by area business owners and neighborhood residents.

NORTH OAK CORRIDOR (APPROXIMATELY NE 44TH ST SOUTH TO CITY LIMITS)

This area should consist of a variety of revitalization and redevelopment projects to implement the following recommendations of the North Oak Corridor Plan. As revitalization and redevelopment occurs the following key elements should be incorporated:

- A mix of neighborhood-scale retail, office, and residential uses with sensitive transitions to adjacent existing neighborhoods. Recommended uses include medium density housing, residential and retail in the same building and small scale retail services, such as restaurants with outdoor tables, coffee shops, furnishings / art galleries, book stores, florist, one-of-a kind clothing shops, day care centers, dry cleaners, and offices – particularly as second floor uses.
- Strongly discourage uses and development design for auto-oriented businesses, big-box stores, package liquor stores, bars that do not serve food, check cashing businesses, day labor businesses, and pawn shops.
- Two- and three-story mixed-use structures with retail on the first floor along North Oak Trafficway, and residential against the hillside on the Cherry St. side.
- Accommodations for a future rapid transit corridor along North Oak Trafficway, including higher intensity transit-oriented uses around future transit stops.
- A visible focus at the Cherry St intersection, such as a high profile building or a noteworthy public / civic space, public art, or similar feature.
- On-street parking along North Oak Trafficway between 39th and 43rd (the North Oak / Cherry Street Node), with surface parking located on the sides or rear of structures. Parking areas should occupy no more than one-third of the street frontage.
- Surface parking for other non-residential development fronting North Oak Trafficway is strongly encouraged on the sides or rear of structures. Any parking permitted between a building and the street should be limited to no more than one row of parking, with such parking screened along the street.
- Improvements to the intersection area around North Oak Trafficway and Cherry St supporting a neighborhood mixed-use development node with significant emphasis upon pedestrian and transit supportive design.
- Multi-modal improvements, including pedestrian and bicycle facilities throughout the area including pedestrian access from neighborhoods to transit stops along North Oak Trafficway and providing one or more bicycle connections from Cherry St.
- A roadway design character for North Oak Trafficway consistent with the “urban” and “flexible urban” concepts (see Transportation Section).
- Roadway treatments, particularly on the west side of North Oak Trafficway, that protect the natural wooded areas visible from the roadway.

Vision sketch of North Oak Corridor at Cherry St. Mixed commercial and residential uses are recommended for this area.

I-35 / ANTIOCH RD INTERCHANGE

This area should consist of complete redevelopment of the existing highway-oriented heavier commercial uses. As redevelopment occurs the following key elements should be incorporated:

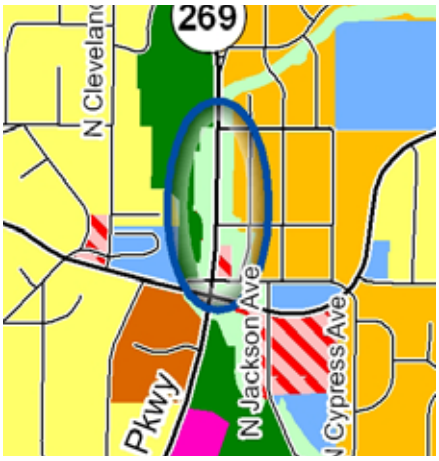
- A limited amount of higher intensity community retail and office uses, generally more than one-story in height, located closest to the interstate.
- A mixture of medium and medium-high-density residential uses transitioning from nearby low-density residential neighborhoods to higher intensity mixed-use development.
- A strong multi-modal design including pedestrian, bicycle, and transit-oriented facilities. Coordinate with KCATA to consider the potential for an I-35 commuter express bus stop.
- Well-designed connectivity with surrounding neighborhoods, including buildings sensitive to the neighborhood architecture and character.
- Mixed-use development that serves nearby neighborhoods.
- Primary gateway features around the I-35 interchange and Image Street streetscape enhancements consistent with the Urban Design Framework Plan.
- Improved pedestrian and bicycle accommodations through the I-35 interchange area.

Vision sketch of the future Antioch Rd / I-35 interchange area.

Existing conditions around the I-35 / Antioch Rd interchange.

General location of the priority area identified by the Future Land Use map. The actual boundaries should be considered flexible, and may be modified based on additional neighborhood-level planning and participation by area business owners and neighborhood residents.

Existing conditions along Chouteau Pkwy north of Parvin Rd.



General location of the priority area identified by the Future Land Use map. The actual boundaries should be considered flexible, and may be modified based on additional neighborhood-level planning and participation by area business owners and neighborhood residents.

CHOUTEAU PKWY NORTH OF PARVIN RD

This area should consist of complete redevelopment of the existing commercial corridor north of Parvin Rd into a parkway primarily consisting of park, open space, and recreational land uses. As redevelopment occurs the following key elements should be incorporated:

- "Green infrastructure" as a significant component of the parkway design and surrounding neighborhood infrastructure improvements.
- Streetscape principles consistent with the Urban Design Framework Plan.
- Gateway features around the Parvin Rd intersection.
- A strong multi-modal design including pedestrian, bicycle, and trail facilities.
- Community gathering places and linkages to the regional trail system as part of the open space design.
- New residential housing as a major component of any areas not otherwise reserved for park and open space purposes.
- Well-designed buildings consistent with the approved design guidelines and the neighborhood character for any future nonresidential uses in areas not otherwise reserved for park and open space purposes.

Example of a parkway design with wide landscape median.

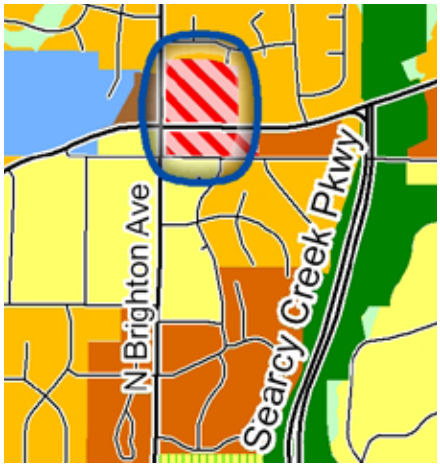
PARVIN RD / NORTH BRIGHTON AVE

This area should include both revitalization and new development efforts. Strategies in this zone should include:

- Modernization of existing commercial properties to ensure long-term viability, potentially including the addition of a mixed-use component with new residential uses.
- Developing new neighborhood serving mixed-uses in undeveloped areas, with a significant component consisting of well designed medium to medium-high residential uses.
- Streetscape and gateway features consistent with the Urban Design Framework Plan.

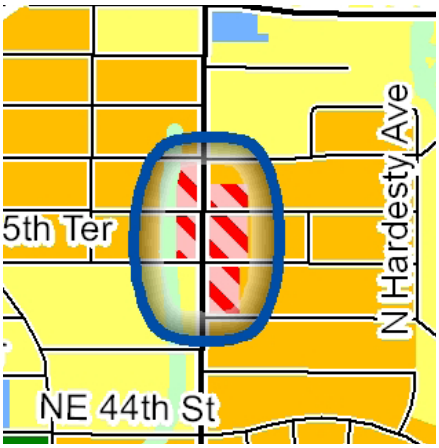
Vision sketch of the Parvin Rd area in the vicinity of N Brighton Ave

Existing commercial properties currently located along NE Parvin Rd



General location of the priority area identified by the Future Land Use map. The actual boundaries should be considered flexible, and may be modified based on additional neighborhood-level planning and participation by area business owners and neighborhood residents.

Existing development fronting onto North Brighton Ave



General location of the priority area identified by the Future Land Use map. The actual boundaries should be considered flexible, and may be modified based on additional neighborhood-level planning and participation by area business owners and neighborhood residents.

NORTH BRIGHTON AVE / NE 46TH ST

A majority of this area should focus on complete redevelopment, replacing existing incompatible automotive and heavy commercial uses with small-scale neighborhood serving mixed-use development. As redevelopment occurs, the following key elements should be incorporated:

- A combination of small-scale retail and office uses, with a significant component of new medium-density residential uses.
- Well-designed transitions with surrounding neighborhoods, including buildings sensitive to the neighborhood architecture and character.
- Strong connectivity with adjacent neighborhoods, including pedestrian and bicycle facilities.
- A community gathering place such as a public plaza serving as a focal point for surrounding neighborhoods.
- Options for a possible "road diet" of North Brighton Ave, such as reducing the number and width of travel lanes, and adding on-street parking to support neighborhood retail uses in a pedestrian environment.
- Streetscape improvements consistent with the Urban Design Framework Plan.
- Coordinate with utility providers to ensure maintenance and upgrades are dealt with as efficiently and aesthetically as possible.

Vision sketch of the North Brighton Ave area in the vicinity of NE 46th St

VIVION RD WEST OF I-35

This area should consist of a variety of revitalization and redevelopment projects. As revitalization and redevelopment occurs, the following key elements should be incorporated:

- A variety of neighborhood-scale mixed-uses closest to existing neighborhoods, with well-designed transitions, including buildings sensitive to the neighborhood architecture and character.
- Locate a dense combination of retail, office, and residential uses closest to the I-35 interchange.
- A strong multi-modal design including pedestrian, bicycle, trails, and transit-oriented facilities. Coordinate with KCATA to consider the potential for an I-35 commuter express bus stop.
- Primary gateway features around the I-35 interchange and secondary gateway features around the Vivion Rd intersection at N Brighton Ave consistent with the Urban Design Framework Plan.
- Streetscape enhancements along Vivion Rd consistent with the Urban Design Framework Plan and the Vivion Road Corridor Study (February 2000).

Current conditions along Vivion Rd

Proposed Areas to Target Rezoning

It is essential that future development and redevelopment be conducted in a comprehensive, well-planned manner so it does not negatively impact established neighborhoods. This is particularly important in aging commercial corridors and the priority areas for redevelopment and/or revitalization. Throughout the planning process, the community voiced concerns about incompatible land uses and "open zoning" that allows for "heavy" commercial activities or other inappropriate uses not compatible with nearby residential areas.

The Target Areas for Rezoning map on the following page depicts areas that are currently zoned more intensive than recommended by the Future Land Use Plan.

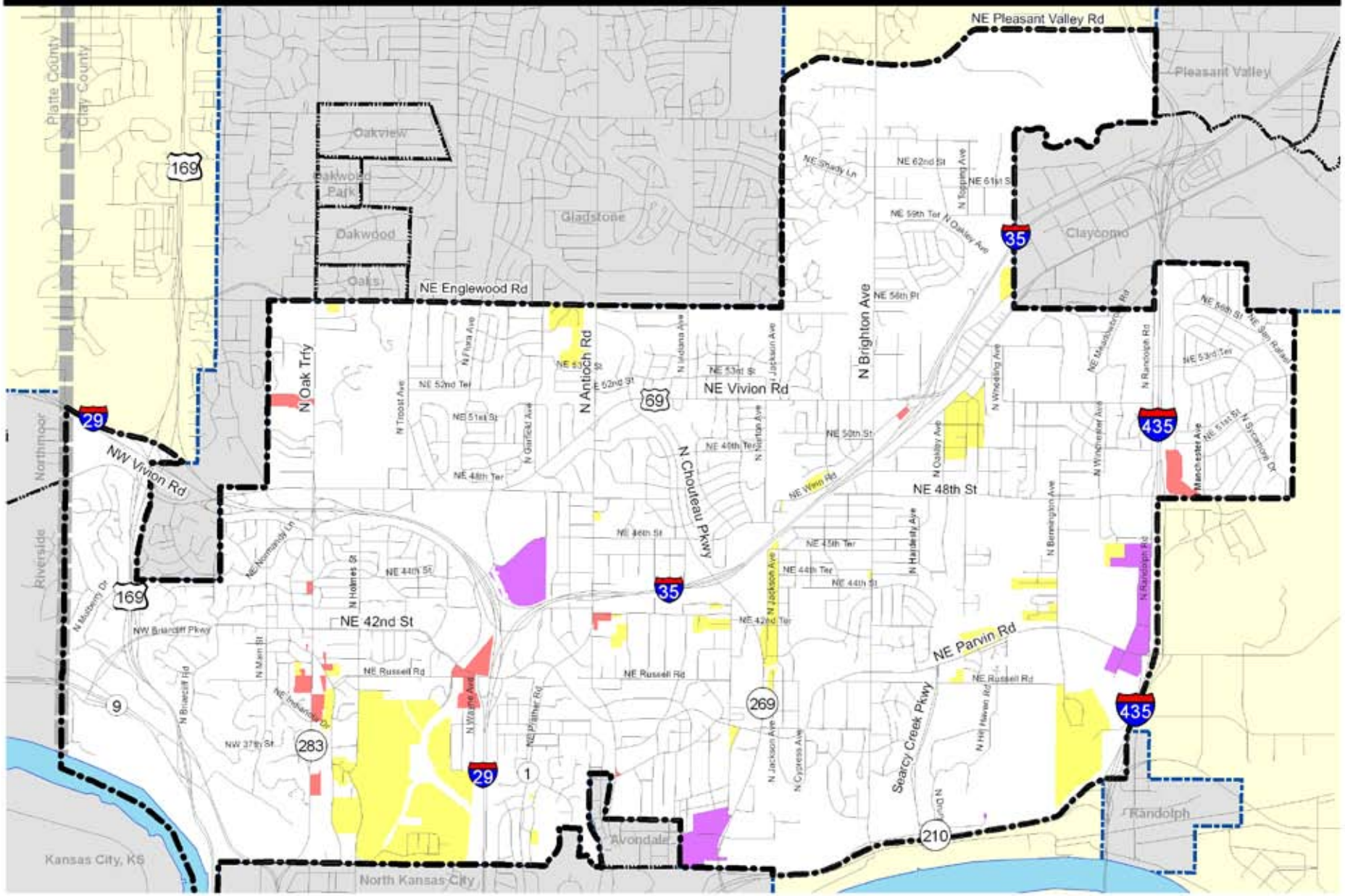
General location of the priority area identified by the Future Land Use map. The actual boundaries should be considered flexible, and may be modified based on additional neighborhood-level planning and participation by area business owners and neighborhood residents.

RECOMMENDATIONS FOR AREAS TO TARGET REZONING

- Areas zoned more intensively than recommended by the Future Land Use Plan should be addressed in more detail through the Area Plan implementation phase, including the possibility of downzoning such properties to conform with the Future Land Use Plan.
- Any areas where downzoning is pursued should be analyzed to determine the most appropriate zoning classification(s) that will ensure a compatible relationship with the context of the surrounding area.

Target Areas for Rezoning

Briarcliff - Winnwood Area Plan



Legend

- Area Plan Boundary
- County Boundary
- City Limit
- Adjacent Communities
- Streets
- Commercial-zoned property
- Industrial-zoned property
- Residential-zoned property

Highlighted areas are those that have a zoning designation that is more intense than the use proposed by the Future Land Use Plan.

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Urban Design Framework

The physical appearance of public and private development is a major factor in the perception of the Plan Area. Throughout the planning process, residents expressed a desire to reinforce and enhance the identity and sense of pride of the neighborhoods, retail districts, and public spaces throughout the Plan Area.

URBAN DESIGN GUIDING PRINCIPLES

The following guiding principles were identified by participants in the planning process:

- Improve the image of major street corridors. Include enhancements for aesthetics and pedestrian/bicycle safety as part of public improvements to major streets.
- Improve connectivity to neighborhoods, parks and open space with new sidewalks and trails.
- Design public improvements and private development to be compatible with nearby neighborhoods.
- Promote sustainable development by incorporating the use of "green" building and infrastructure design and other green technology.
- Protect open spaces and natural resource areas from incompatible development.
- Promote quality development that will last and maintain an attractive appearance over time.
- Remove and/or reduce visual clutter, including the appearance of overhead power lines along major streets.

URBAN DESIGN FRAMEWORK PLAN

The Image Streets and Gateways map identifies the key areas and corridors in the community where emphasis should be focused to improve the image of the entire Plan Area. Enhanced urban design measures and investment in both public and private improvements are critical to the long-term viability of the Plan Area.

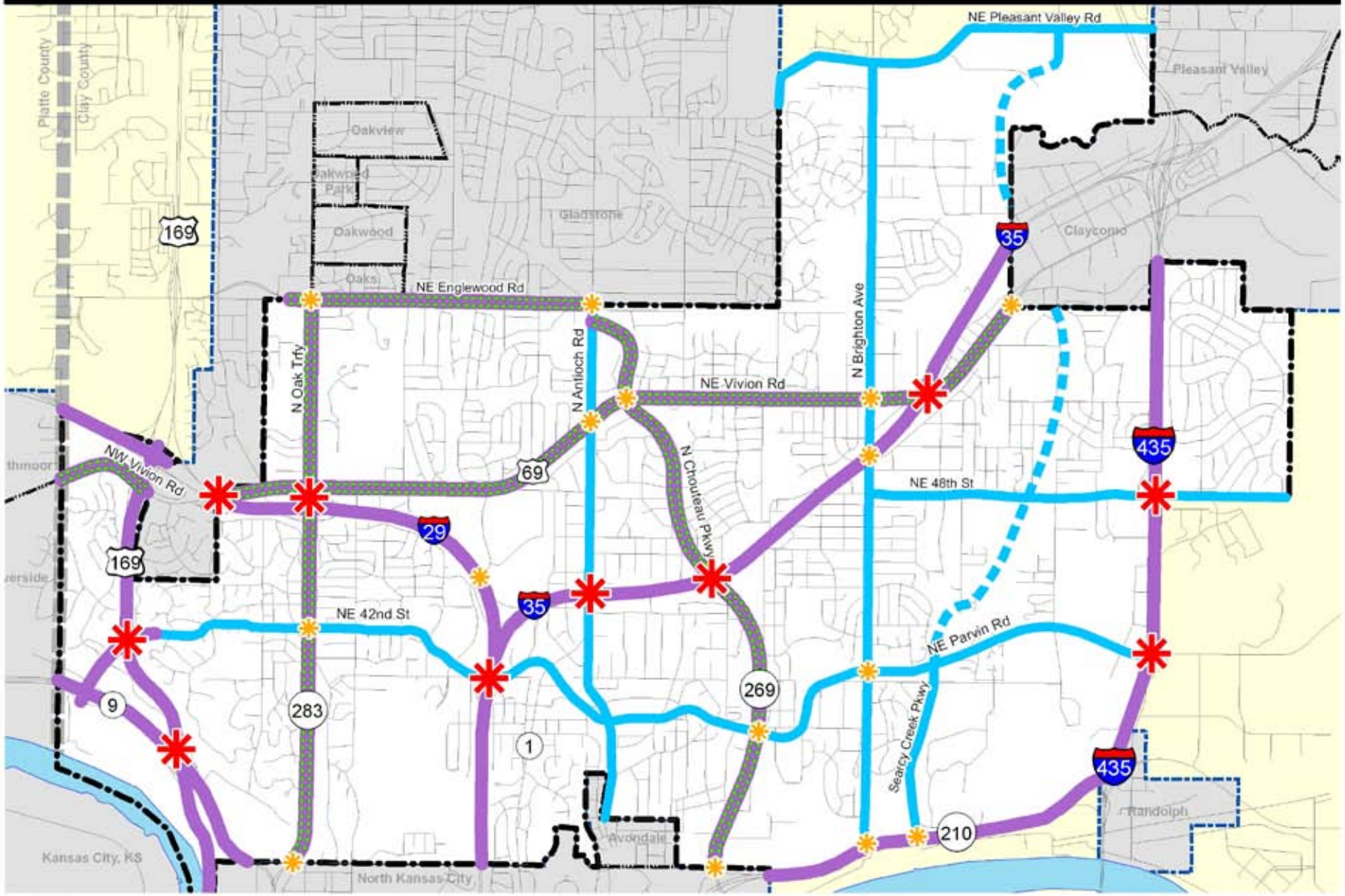
GATEWAYS

Gateways provide a focal point and a visual "announcement" to an area by serving as an anchor for the unique character and identity of surrounding neighborhoods and districts. Gateway identity should be reinforced through enhanced private development design and public infrastructure.

- Private development around gateway intersections should consist of enhanced architectural design, detail and amenities. These focal point areas should include a vertical architectural feature, public art, and/or exceptionally-designed public plaza and landscape amenities.
- High visibility building corners should have enhanced architectural features and may project higher than surrounding structures, such as through a "tower" element or similar treatment.
- No off-street parking should be located in these areas unless located behind a building and entirely screened from view.

Image Streets and Gateways

Briarcliff - Winnwood Area Plan



Legend

- Primary Gateways
- Secondary Gateways
- Primary Image/Great Pedestrian Streets
- Primary Image Streets
- Secondary Image Streets
- Future Secondary Image Streets
- Other Streets
- Area Plan Boundary
- City Limit
- Adjacent Communities

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PRIMARY GATEWAYS

Major focal points typically located around highway interchanges. Private development around these areas should create a distinctive image and be held to the highest design and aesthetic standards. Public infrastructure improvements in these areas should incorporate:

- Features that are larger in scale and highly visible from a distance
- Features that are distinct and recognizable when approaching an interchange on- and/or off- ramp or when passing by on the highway
- Elaborate public streetscape elements that serve as an anchor for streetscape improvements for intersecting Image Streets
- High-quality and durable materials such as wood, masonry, concrete, stone, cast stone, and tile. Use of stucco board, EIFS and vinyl and metal siding is discouraged
- Amenities for pedestrians, bicyclists, and transit users

Prominent locations should be anchored by buildings with unique architecture

Public art features should be distinctive and highly visible from a distanct

Distinguishing features should be incorporated into the public streetscape and infrastructure

SECONDARY GATEWAYS

SECONDARY GATEWAYS are focal points typically located around major arterial street intersections that highlight particular neighborhoods or business districts. Private development around these areas should be held to the highest design and aesthetic standards and create a distinctive image. Public infrastructure improvements in these areas should:

- Reinforce the local district's or neighborhood's unique character through compatible streetscape enhancements, monuments, and public art
- Be distinctive and recognizable when approaching from a distance.
- Serve as an anchor for public streetscape improvements along connecting Image Streets leading to gateway locations
- Be constructed of high-quality and durable materials
- Incorporate amenities for pedestrians, bicyclists, and transit users

Amenities should enhance the environement for pedestrians, bicyclists, and transit users

The gateway area should be enhanced through the streetscape design, public art, and enhanced development design

Public art features can serve as a focal point for the gateway area

STREETSCAPE

Streetscape design and amenities are important for defining the character and image of a street. Elements of the streetscape in public right-of-way may include: medians and associated landscaping, sidewalks, street lighting, pedestrian lighting, traffic signals, fountains, sculpture, signs, bus shelters, above-ground utilities and cabinets, and street furniture such as benches, trash containers, newspaper, and other vending machines.

Several thoroughfares in the Plan Area have streetscape plans or adopted standards that should be implemented both through public and private investments, including enhancements recommended by the following special planning studies:

- Boulevard and Parkways Standards of Kansas City;
- Vivon Rd Corridor Study; and
- North Oak Corridor Study

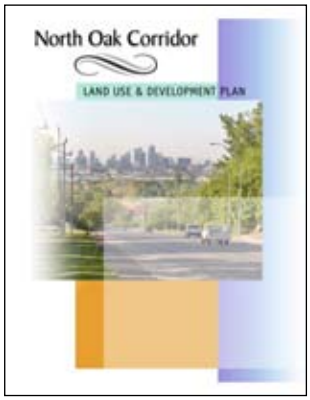


IMAGE STREETS

Image Streets set the tone of the area by establishing higher standards for visual and aesthetic treatments, which provide a unifying theme compatible with the scale and character of adjoining land uses. Improvements in these corridors should be designed to serve the needs of a multi-modal transportation system as well as adjoining land development.

PRIMARY IMAGE STREETS

Freeway and expressway corridors are where commuters and other travelers form an opinion of the Plan Area as they pass through to destinations. Private development around these areas should be held to the highest design and aesthetic standards and create a distinctive image. Aesthetic improvements in the public right-of-way of these corridors require close coordination with MoDOT in order to enhance existing ordinary freeway infrastructure and create distinctive eye pleasing pathways. Such improvements should include:

- Landscape themes including trees, shrubbery and/or flowers
- Public art
- Distinctive bridge structures, with enhancements such as attractive columns, railings, retaining wall / pavement texture and color, and decorative lighting
- Enhanced and durable / low maintenance fencing along the highway right-of-way
- Aesthetic treatments incorporated into any sound walls or other large walls installed to control noise or provide screening
- Attractive lighting poles and fixture types, where lighting is required
- Limited overhead wires and other above ground utility infrastructure

Distinctive bridge structures

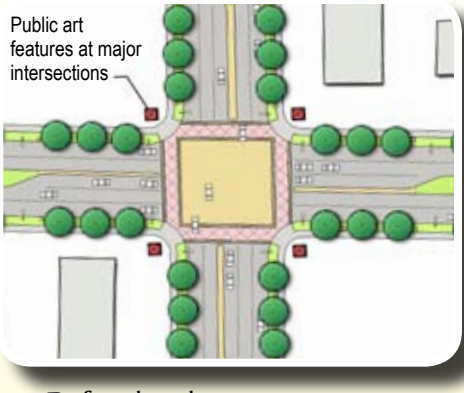
Freeway landscaped median treatments

Public art, including water features

PRIMARY IMAGE/GREAT PEDESTRIAN STREETS

Major streets, parkways, and boulevards with distinctive enhancements intended to provide a positive first impression and a memorable sense of place, unique to this area of Kansas City. These corridors place the highest level emphasis upon pedestrian improvements and amenities in both the public right-of-way as well as adjacent private development. Primary building entrances and open space areas along these streets should be designed with direct connections to the pedestrian network along the street and should emphasize the pedestrian environment. Private development around these areas should be held to the highest design and aesthetic standards to create a distinctive image. Aesthetic improvements in the public right-of-way should include:

- wider sidewalks and amenities for pedestrian activities on both sides of the street
- wide designated crossings at all major intersections
- street trees and enhanced streetscape improvements
- distinctive street lighting
- public art
- limited overhead wires and other above ground utility infrastructure



Defined pedestrian crossings at major intersections with public art features

Street trees and sidewalks setback from the street curb

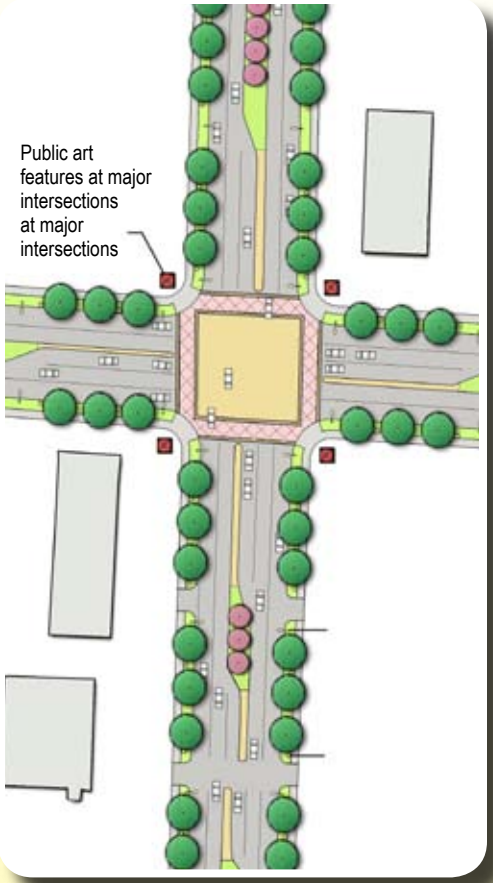
Pedestrian amenities on both sides of the street

Landscape themes in medians

Attractive street lighting and median plantings

SECONDARY IMAGE STREETS

Perform much the same function as Primary Image / Great Pedestrian Streets but may be less embellished and may have smaller scale gateway improvements. Similar to primary image streets, these corridors significantly impact the community image and should provide a positive first impression.



Monuments and other freestanding elements at strategic intersections

Street trees and enhanced streetscape improvements

Public art, including water features

Urban Design Guidelines

INTRODUCTION

The physical appearance of development is a major factor in determining public perceptions of an area. Throughout the plan process, area stakeholders expressed a desire for new development to create a sense of place and enhance the area's existing character. The following Design Guidelines provide a framework for quality development consistent with the plan vision.

FOCUS KANSAS CITY PLAN - QUALITY PLACES GUIDELINES

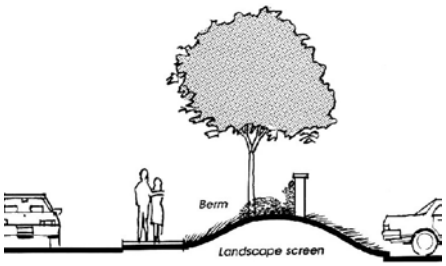
FOCUS "Quality Places Guidelines" act as the basic framework from which to create high quality places to live and work. These characteristics will be achieved by implementing the more specific guidelines in this chapter.

- Walking is feasible, safe, and inviting.
- Streets form a continuous network, are of minimum width, are well designed, and allow for adequate public safety and traffic volume.
- Transportation alternatives are convenient and easy to use.
- Existing "historic buildings" are refurbished and reused.
- Buildings are designed to create or contribute to a sense of community.
- Residential land use is an essential component of mixed-use development.
- Neighborhoods and commercial districts have identifiable centers that create places for residents or employees to gather, interact, and communicate, and that help create an identity for the area.
- New development occurs at infill sites or contiguous to existing development and uses existing infrastructure effectively.
- Neighborhoods and districts have distinct and identifiable characters.
- Development preserves or creates open space, respects existing topography, and minimizes the impact of development on the natural environment.
- New development and infrastructure are built to be useful for 100 years or more.

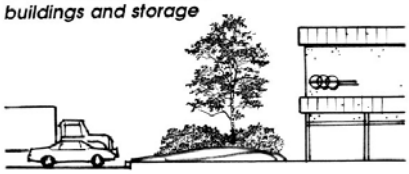
"Green building practices can substantially reduce or eliminate negative environmental impacts and improve existing unsustainable design, construction and operational practices.

As an added benefit, green design measures reduce operating costs, enhance building marketability, increase worker productivity, and reduce potential liability resulting from indoor air quality problems."

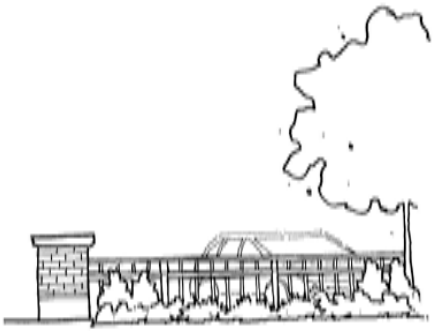
U.G. Green Building Council (USGBC)
LEED-NC ver 2.2 Reference Guide
Third Edition, October 2007

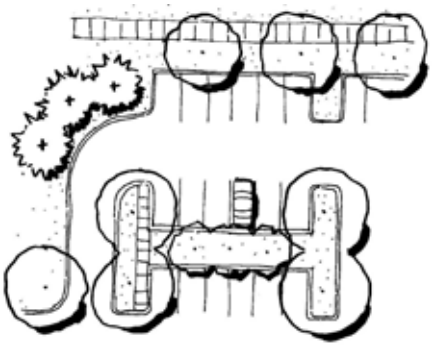


Wall, landscaping and berms screen industrial buildings and storage



Landscape berm/buffer





LANDSCAPE, SCREENING, AND TRANSITIONS

INTENT:

- To provide a balance between buildings, impervious surfaces, and landscaped areas through the enhancement of streets, parking lots, plazas, open spaces, buildings, gateways, and other structures.
- To provide screening/buffering between structures, parking lots, pedestrian paths and between developments of varying intensity and scale.
- To provide a physical and visual separation between higher and lower intensity uses by softening and mitigating the impacts of large buildings and paved areas.

LANDSCAPE AND SCREENING GUIDELINES:

All development and redevelopment proposals should provide a landscape plan prepared by a qualified design professional, which incorporates the following guidelines.

- Screen all trash dumpsters, storage areas, service areas and loading areas with a combination of landscaping, decorative walls/fences or berms at least 4 feet in height and with material consistent with primary buildings.
- Landscape the interior and perimeter of all parking lots. Screen surface parking lots adjacent to streets with a combination of landscaping, decorative walls/fences and berms at least 4 feet in height.
- Areas adjacent to building foundations shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers.
- Guidelines for walls and fences:
  - Fences that face street entrances should generally be between 18" to 42."
  - Walls and fences shall be constructed of high quality materials, such as decorative blocks, brick, stone, and wrought iron. Discourage the use of chain link fencing.
  - Walls and fences should be complemented with landscaping.
- Use landscaping to define and enhance the sense of arrival at appropriate site entries, and to visually frame buildings.
- Plant materials shall be suited to a suburban environment and local climate. Native plant materials are encouraged. A mix of evergreen and/or deciduous plant material should be used.
- Raised planters and/or planting beds should be used adjacent to roadways where landscape is vulnerable to water splash from passing vehicles.
- Alternative storm water solutions should be considered in the design/construction phase, examples include: storm water inlet alternatives, rain gardens, drought tolerant plants, and natural plants.
- New development should provide street trees of a size, spacing, and type to be approved by the City Forester. In general, one street tree is required for every forty (40) feet of lineal frontage.
- All new development should attempt to achieve harmony with the natural environment by preserving existing, healthy, attractive plant materials of significant size.
- Encourage consulting with a certified landscape architect for all landscape plans.

TRANSITION GUIDELINES:

Physical and visual separation should be provided between incompatible uses and between uses with significant differences in levels of intensity. Architectural transitions softened by landscaping are highly preferred over physical buffers that create distinct visual separation between uses.

- Transitions should be provided between changes in use or intensity of use.
- Dissimilar or incompatible uses should be separated by a major street when possible. However, when such uses are located adjacent to one another, the transition/screening techniques described below should be used.
- Transition design should avoid the need for physical buffer separation and visual screens between land uses. Walls and fences are generally not a desirable form of transition between uses. However when necessary, buffer walls should be constructed of high quality materials consistent with materials used in the construction of the development.
- Architectural Transitions and Green/Open Space Transitions should be the primary transition technique between uses.

Architectural Transitions include:

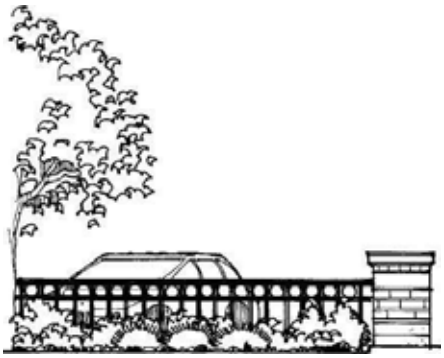
1. Use similar building setbacks, height and roof forms
2. Mitigate the larger mass of buildings with facade articulation
3. Reduce building heights, intensity of use and densities as development moves closer to low intensity areas
4. Commercial and multi-family projects located adjacent to single family areas should be designed to respect and be compatible with the building scale and materials of the residential neighborhood

Green/Open Space Transitions include:

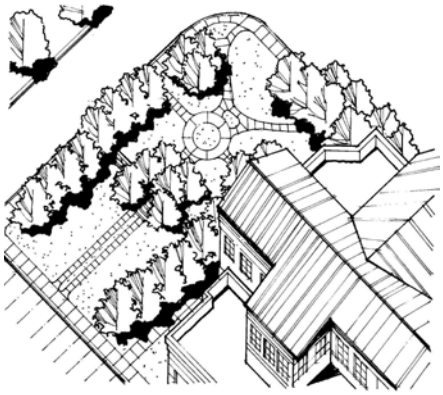
1. Small green spaces, courts, squares, parks, or plazas
2. Existing natural features, including changes in topography (not retaining walls), streams, existing stands of trees, etc.

- A combination of landscaping, walls, fences and/or berms should be used where other transitions tools are not possible, or where other transition tools are not adequate.
- Connections between developments should be incorporated into transition design.
- Provide landscape transitions between developed and natural areas.

Commercial and multi-family projects located adjacent to single family areas should be designed to respect and be compatible with the building scale and materials of the residential neighborhood.



Utilitarian areas should be screened with a combination of landscaping and decorative fences or berms.



Open spaces must be integrated into the development design and be easily accessible to the public.

Small developed pocket partks, plazas, courtyards, and green spaces should be provided in new developments.

A variety of non-structural BMPs should be used to reduce storm water runoff.

Green infrastructure design should be integrated into new development design.

PUBLIC SPACE

INTENT:

- To provide well defined natural and developed open spaces as amenities that serve as the focus of block, lot, and circulation patterns.
- To supplement public open space with privately developed open space that completes linkages.

OPEN SPACE GUIDELINES:

- All areas in approved development plans not occupied by buildings, structures, streets, driveways and parking lots should be identified as "public spaces."
- Public spaces must be integrated into the development design, and not placed on undevelopable remnant or unusable perimeter buffers.
- Provide small developed open spaces in new development (i.e. a neighborhood park in residential areas or public plaza in commercial areas).
- All open space areas must be accessible from a public street, sidewalk or trail.
- Set back buildings, parking, and grading from significant natural features to ensure their continued quality and natural functions.
- Public space areas should be visible, safe, attractive and inviting by incorporating pedestrian lighting, public art, landscaping, benches, and other amenities.

ENVIRONMENTAL AND STORMWATER MANAGEMENT

INTENT:

- To protect the existing environmental assets of the area through increased storm water infiltration, reducing flooding and improving water quality.
- To implement green infrastructure and best management practices (BMP) in future developments.

ENVIRONMENTAL AND STORMWATER MANAGEMENT GUIDELINES:

- Retain the natural and visual character derived from topography, woodlands, streams, and riparian corridors. Hills and natural slopes should be preserved and excessive cuts and fills should be avoided.
- Provide greenway corridors to preserve natural drainage areas, floodplains, slopes over 15 percent and wooded areas.
- Provide a tree survey and preservation plan with the development application. Replace trees over 10-inches in caliper to be removed by construction.
- Views of rivers and natural features should be preserved and integrated into developments. Complete removal of tress to create views is discouraged.
- Provide detention and use non-structural stormwater BMPs to preserve open space within and between developments, and provide storm water treatment. Design stormwater management areas as attractive water feature amenities or focal points.
- Limit stormwater runoff from new developments to predevelopment levels.
- Integrate "green street" and "green infrastructure" design into street improvements and new development projects.
- Green roofs and pervious pavers and other techniques to reduce runoff and increase absorption are encouraged.
- In residential areas, allow alternative local and collector street designs with vegetated swales in lieu of enclosed storm water systems.

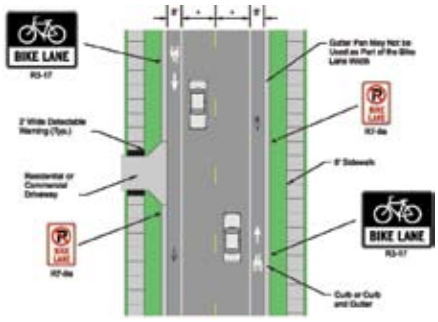
PEDESTRIAN AND BICYCLE CIRCULATION

INTENT:

- Meet minimum level of service as recommended in the *Kansas City Walkability Plan*.
- To provide a safe, direct, continuous, convenient, inter-connected, and visually pleasing system of pedestrian walks, trails, and bike routes.
- To provide a pedestrian/bicycle network with the same or higher priority as vehicular traffic.

PEDESTRIAN AND BICYCLE GUIDELINES

- Projects abutting a public street or a regional citywide trail corridor should incorporate pedestrian and bike connections to these amenities.
- Provide pedestrian walkways/sidewalks which connect:
  - The primary building entry to the street sidewalk by the most direct route.
  - All buildings, open space and parking areas within a development and link to adjacent streets, development and open space systems.
  - All internal streets/drives to sidewalks along perimeter streets.
- Priortize gaps between existing public and private developments to create continuous routes.
- Extend walkways through all parking areas within linear landscape strips to define pedestrian paths.
- Where a walkway crosses a street, drive-aisle or driveway, it should be clearly delineated by a change in paving materials, color, texture, or height.
- Provide pedestrian and bicycle connections where automobile connections are not feasible.
- Provide on-site bicycle parking areas in visible, active, well lit areas near building entries.
- Minimize street crossing distances.
- Set back sidewalks from the street and include a lawn for trees between the curb and the sidewalk. Allow sidewalks closer to the street curb in commercial or mixed-use areas and incorporate tree planters and landscape when sidewalks are adjacent to the curb.
- Implement and follow the *Trails KC Plan* and *Bike KC Plan*.



The street should be designed to serve pedestrians, bicyclists, and vehicles.

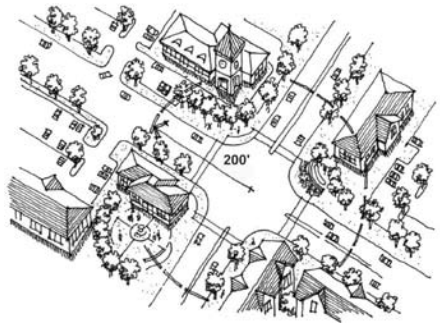
Sidewalks along streets should provide a buffer for pedestrians through the use of street trees or planters.

Pedestrian systems within a development should connect all buildings to each other and to the surrounding public sidewalk system, and be clearly defined when crossing through paved areas.

Accomodations for bicyclists should be provided within a development, and should connect with on-street and off-street bicycle facilities around the perimeter of the site.

Street layout and site design should create locations for civic space.

Building arrangement should define key locations with the street design to accomodate pedestrians, bicyclists, and automobiles.



Major intersections should be treated as a focal point by limiting parking visible from the street and by requiring enhanced building design.

This building serves as an example of a focal point intersection. Parking and service activities are located along the rear.

SITE PLANNING

INTENT:

- To utilize building placement and open space to provide for compatibility of use, access, and circulation between adjoining properties.
- To provide special definition of streets at key locations such as arterial street intersections or area gateways and maximize the positive character of streets and buildings through continuity of architecture and landscape frontage.
- To provide complimentary siting of new buildings adjacent to existing developments consistent with standards of subdivision regulations.

SITE PLANNING GUIDELINES (ALL RESIDENTIAL, COMMERCIAL AND MIXED-USE DISTRICTS)

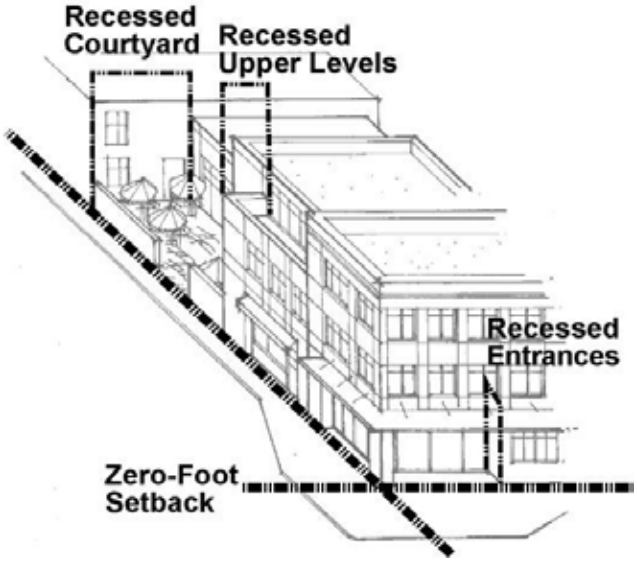
- Access to commercial and industrial uses should only be from major highways, arterials, or commercial/industrial collector streets. There should be no through truck access to residential areas from industrial streets.
- Preserve existing wooded areas, using extensive landscaping and minimizing curb cuts.
- Streets should form a network of regular intersections and connect neighborhoods. Continue streets through to as many neighborhoods as possible and allow for future connections where topography permits. New development should incorporate a system of collector streets, with a collector street connection approximately every 1/3 to 1/4 mile. New developments should connect to streets in adjacent developments.
- Streets should follow natural contours to minimize the impact on the natural terrain.
- Streets should be the minimum width practicable and should accommodate pedestrians, bicyclists, and automobiles.
- Avoid cul-de-sacs when through street connections are not desirable. Provide streets parallel to open space or looped streets with neighborhood greens.
- Locate parking, service areas and vehicular circulation behind or to the side of buildings and not along primary street frontage(s).
- Front buildings onto a street or major access drive to create a clear street edge and to provide physical definition of roadways.
- Corners of major intersections should include a “focal point” within a 200-foot radius of the center of the intersection and around “gateway” areas. Focal points should include vertical architectural features, fountains, public art, and/or public plazas.
- Parking areas should not be located within a 200-foot radius of the center point of a major street intersection or gateway, unless located behind a building.
- Shared drives will be encouraged for each development adjacent to an arterial or parkway, except for projects that have recommendations related to a professional traffic study.

RESIDENTIAL SITE PLANNING GUIDELINES

- Provide rear alley/rear garage access for attached residential structures in medium density residential areas and mixed use areas.
- Avoid direct driveway access on major streets for residential properties, except for residential estate lots.
- New residential developments should connect to streets in adjacent developments. Where street connections are not feasible, streets should parallel open space or be looped with neighborhood greens. Dead end and cul-de-sac streets are discouraged when through street connections are not desirable.

COMMERCIAL AND MIXED-USE SITE PLANNING GUIDELINES

- Mixed-Use Districts will have a unique character or sense of place with an identifiable center that includes defined "people places" for residents, shoppers, workers, and visitors to gather, interact and recreate and provide opportunities for housing choice and variety.
- Mixed-use districts will develop as multi-modal hubs and provide connections to transit and trails. Development densities for commercial, office and residential uses will be greater within these areas to encourage pedestrian activity and transit use.
- Provide a tight network of bicycle and pedestrian friendly streets, wide sidewalks, benches, street trees and landscaping, and on-street parking.
- Locate buildings in commercial/mixed-use areas along a build-to-line with parking located predominately behind buildings. Limit the amount of parking and vehicular circulation located between the building and the street.
- Nonresidential freestanding buildings should be clustered to define the street edge and create plazas or public gathering spaces between buildings.
- Frame and enclose parking areas with buildings on at least three sides. A majority of the frontage along adjacent streets should be occupied by buildings, decorative architectural walls or landscaping.
- Increase sidewalk width when adjacent to on-street parking and include a "transition zone" of pedestrian amenities along the street including street trees, landscape planters, pedestrian lighting, and other streetscape amenities.



Attached residential building design should provide living space and porches facing the street, with parking screened from view.

Attached garages for the same building above are accessed from a rear drive.

Buildings should define the street edge, with a unique sense of place and scale compatible with nearby neighborhoods.

A pedestrian zone, including streetscaping with pedestrian amenities should be located between the building and the street.

A variety of high quality materials should be used, with architectural details to enhance the street edge.

Green (LEED certified) architecture is encouraged.

Buildings should related to the street and include primary entrances facing the roadway.

Retail buildings should be oriented to the street with the windows easily seen from pedestrian and passing vehicles.

ARCHITECTURAL CHARACTER

INTENT:

- To create a built environment that is in scale and character with pedestrian activities and to ensure high quality appearance, form, and scale of buildings to enhance the character of the area and provide long term value.
- To use high quality sustainable architectural materials, particularly materials manufactured or fabricated locally, are not resource intensive, and consist of post-consumer use recycled materials.

ARCHITECTURAL CHARACTER GUIDELINES (ALL DISTRICTS)

- Architectural materials should compliment the character of the existing built environment through use of high quality, durable materials. Suggested materials include: wood, masonry, limited concrete, stone, cast stone, and tile.
- Materials, such as imitation masonry, metal panels, vinyl siding, concrete panels, or plywood, are discouraged on commercial buildings.
- Buildings within a development should have a coherent architectural theme in terms of mass, height, rooflines, and materials.
- Buildings facing major streets should integrate architectural details to enhance the street edge and promote human scale and interest. Suggested materials and details include but are not limited to corner elements, awnings, window inlets, planted window boxes and articulated entries.
- Green (LEED certified) architecture is encouraged for new large scale commercial or mixed-use development.
- Use building placement and design to define roadways as civic spaces.
- Design buildings to relate directly to the street using the following techniques:
  - All building frontages visible from a street or a residential area shall have the equivalent treatment of the primary building façade.
  - Provide a primary entry for building facades facing arterial streets, or a facade treatment of comparable architectural, material, and detailing quality.
  - Minimize long expanses of wall at a single height or in a single plane.
  - Vary floor heights to follow natural grade contours if significant variation is present.
  - Use the highest architectural detailing when located near a major intersection or primary image street.
- Design buildings to provide human scale, interest, and variety using the following techniques:
  - Use the highest level of architectural detail near streets and entries, and around the ground floor.
  - Vary building massing, height, profile, and roof form that provide human scale while maintaining a consistent overall building form to the street edge.
  - Vary building form with recessed or projecting bays and changes in materials, details, surface relief, color, and texture.
  - Expression of architectural or structural modules and detail.
  - Diversity of window size, shape, or patterns that relate to interior functions.
- Provide complementary variations in building form, unless the area is designed in a manner that relies on uniformity to establish an architecturally pleasing pattern.
- Provide windows, doors, plazas, and other features on building facades adjacent to open space to encourage pedestrian activity and provide visual oversight.
- Use decorative building mounted light fixtures, particularly at entrances and for architectural accent illumination. No wall-pack or floodlight fixtures shall be permitted.

RESIDENTIAL ARCHITECTURAL CHARACTER GUIDELINES

- All new residential development, infill, redevelopment, rehabilitation, and renovation projects should be compatible with the scale, massing, and character of surrounding established neighborhoods.
- To enhance the pedestrian environment, developments are encouraged to place garage entrances to the side or rear and avoid garage doors visible from the street.
- Provide residential dwelling designs with alternatives to street oriented garages, such as a mixture of rear and side loaded garages, attached and detached garages, carports, and porte cocheres.

Residential design should blend with the character of the area and screen the garages and parking from view.

COMMERCIAL AND MIXED-USE ARCHITECTURAL GUIDELINES

- Primary building facades should be parallel to the sidewalk. Buildings should define a majority of the street edge. Surface parking lots are encouraged between or behind buildings.
- Where buildings are set back from the sidewalk, such areas should be treated as public spaces such as a plaza or courtyard.
- The front of all mixed-use buildings should include pedestrian-oriented elements such as: transparent display windows; outdoor seating for dining areas; public art and pedestrian amenities such as fountains and benches.
- Locate and design large buildings to minimize windowless walls and service areas visible from public streets.
- Provide ground floor retail with direct pedestrian entries oriented toward public streets, parks, or plazas. Primary entries must be easily accessed and directly visible from a street. Entries should be marked by architectural features such as overhangs, special lighting, awnings and/or signage.
- Include a repeating pattern on building facades that includes color change, texture change and material change, with at least one of the elements repeating horizontally.
- Outside sales, storage, or display areas are discouraged. When permitted, such areas shall be screened with landscaping or enclosed with materials integral to the building architecture.
- Provide a clear and consistent street edge with at least 50% of the building's "active wall" oriented toward the street. An "active "wall is the side of the building containing the majority of the storefronts, customer entrances, and windows.
- Provide no less than 20% window to solid wall area for portions of a building facade above the ground floor.
- Street level uses should have a transparent quality. Sidewalk traffic as well as passing vehicles should be able to see activity within the building.
- Incorporate transparent glazing at all occupied levels of building facades oriented toward streets and pedestrian areas.
- Provide arcades, display windows, entry areas, awnings, and other features along no less than 60% of the ground floor facing public streets.
- Roof form, material, color, trim, and lighting should be an integral part of the building architecture. Roofs should not serve as attention-getting devices for signage or as an identifiable corporate image.
- Locate drive-through facilities, when permitted, on the side or rear of a building away from a street.

Civic space for pedestrians should be provided in the area between the building and the street.

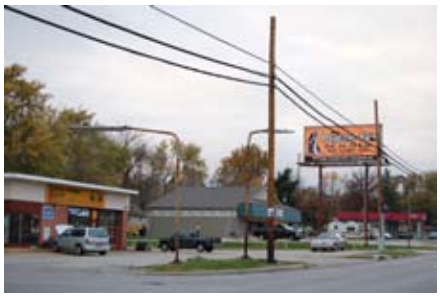
Building walls facing the street should provide visual interest an transparency, even when the primary entrance is located elsewhere.

This building provides a focal point at the intersection and screens the location of drive-through facilities from the street.

Signs should blend with the architectural design of the structure.

Creative monument sign styes are encouraged.

Signs should be complemented with landscaping.



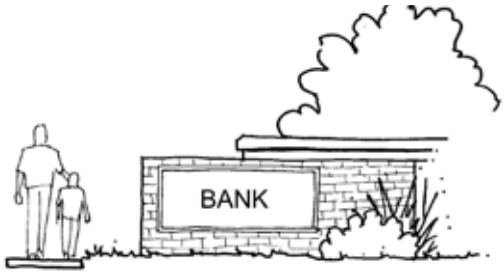
Existing non-conforming signs and billboards should be removed. Relocation of such signs is strongly discouraged.

SIGNS

INTENT:

- To provide clear, simple, easily understandable, coordinated method of conveying information for businesses and address identification.
- To ensure that signage is unobtrusive and integrated with the buildings and/or landscape design.

SIGN GUIDELINES



- Signs should be visible and clearly legible for both the pedestrian and motorist.
- Signs should be highly graphic with a minimum number of words.
- Freestanding pole/pylon signs are not allowed within new developments. Such existing signs should be removed as existing areas are redeveloped. Monument signs are encouraged.
- Signs must not obscure important architectural features.
- Moving or revolving signs and flashing signs are discouraged.
- Do not approve new off-site advertising signs and remove existing non-conforming signs whenever legally possible. Remove existing billboards if public funds are used for a project. The practice of substitution and/or relocation of billboard signs is discouraged.
- Monument signs should be landscaped to complement the existing or proposed landscaping of the project.
- Non-standard signage forms are encouraged.
- Signs should be consistent with the design, materials and colors of the overall development.
- Signs should be made of high quality and durable materials such as brick, stone, or metal.
- When lighting is used to illuminate signs, it should be designed to eliminate glare and spill over onto adjacent properties.

ADDITIONAL GUIDELINES FOR MIXED-USE DISTRICTS

DIVERSITY OF USES

- Provide a mix of higher density retail, office, residential, institutional and public uses.
- Provide residential uses either on upper floors of a building's business use, within attached or multi-unit residences, or apartment / condo building located nearby within walking distance.
- Provide compact, pedestrian / neighborhood-oriented services within buildings from one-story to multiple stories in height, with office and residential above ground-level retail.
- Large-scale and auto-oriented uses, including drive-through businesses, should be discouraged.
- Allow decreased parking requirements through planned development approval.

CIVIC IDENTITY

- An identifiable center with defined civic or "people places" should be provided for residents, shoppers, workers and visitors to gather, interact and recreate.
- Pedestrian and civic spaces should include formal and informal areas for outdoor seating, dining, public art, and other amenities such as fountains, benches, etc.
- Streets should be bicycle and pedestrian friendly and designed for low vehicular speeds through provision of wide sidewalks and pedestrian amenities such as street trees, landscape, benches, trash receptacles, etc.

SITE ORIENTATION

- Buildings should be located near the edge of the public right-of-way with sufficient space to provide for pedestrian circulation and activity between the building and the street.
- Where buildings or portions of buildings are set back from the sidewalk, these areas should be treated as public spaces such as a plaza or courtyard.
- Parking or circulation drives shall not be located between a building and a street.
- On-site parking should be located behind the buildings, or within parking structures.
- Residential buildings should provide attached enclosed parking as much as possible to minimize the amount of surface parking area. Garages, carports, parking lots, and service areas must be screened from view along the street.

BUILDING MASS AND DESIGN

- Buildings located at prominent intersections should serve as focal points distinguishable from other buildings, with building heights at corners allowed greater flexibility.
- Human scaled architectural features should be provided in all areas where pedestrian activity is expected to occur, including the ground floor and near streets and entries.
- Ground floor retail areas should have transparent windows along sidewalks.
- In multi-tenant buildings, each use should have at least one ground floor entrance directly visible and accessible from the street.
- Distinctive roof forms, profiles, and cornices are encouraged to provide a termination to the top of the building. These forms should be an integral part of the building design.

Mixed use developments should be compact and integrated into the street network.

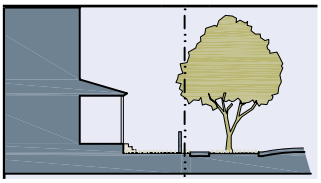
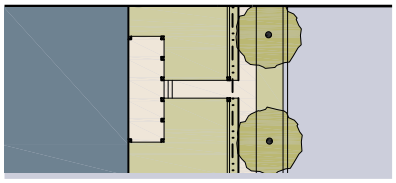
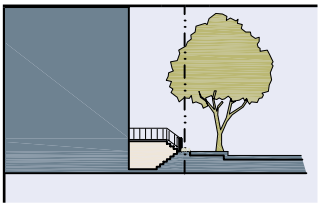
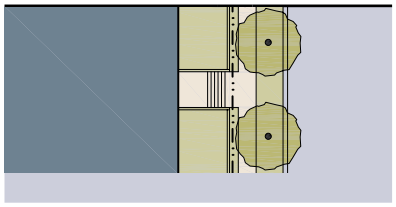
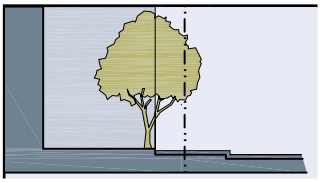
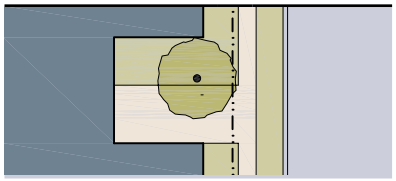
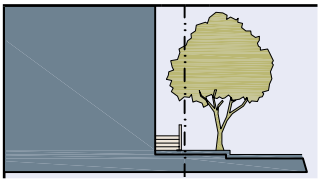
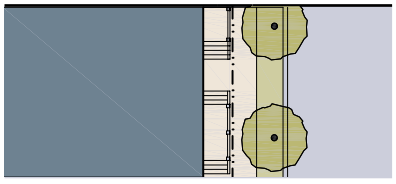
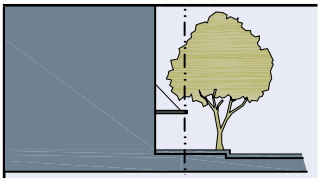
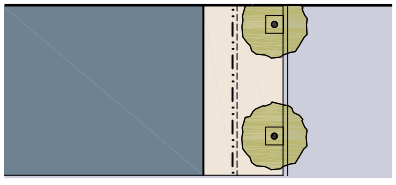
Public space is an essential component of mixed-use development design.

Buildings face the street and include architectural features to create visual interest.

Multi-tenant buildings should have at least one ground floor entrance accessible from the street.

ADDITIONAL GUIDELINES FOR MIXED-USE AND INFILL DISTRICTS

The public streetscape and the private frontage will vary in mixed-use and infill properties within the planning area. The private frontage is the area between the building facades and the lots lines. The specific function, use, and density of development in these areas will require flexibility in achieving the Design Guidelines and other city development standards, such as building setbacks and landscaping, while achieving the spirit and intent of the Area Plan.

	SECTION	PLAN
	LOT ▶ PRIVATE ▶ FRONTAGE ◀ R.O.W. ◀ PUBLIC FRONTAGE	LOT ▶ PRIVATE ▶ FRONTAGE ◀ R.O.W. ◀ PUBLIC FRONTAGE
Residential Frontage: residential structures should be setback from the frontage line consistent with the surrounding area. A low fence at the frontage line may be used to maintain street spatial definition. Porches are encouraged in the setback area.		
Residential or Mixed Use Frontage: higher density residential or mixed-use structures may have a frontage wherein the facade is set back from the frontage line by an elevated terrace or a sunken lightwell. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes.		
Residential or Mixed Use Frontage Forecourt: a frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.		
Mixed Use Frontage Stoop: a mixed-use structure frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.		
Mixed Use / Retail Frontage: a mixed-use structure frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk.		

Graphic adapted from Table 7, SmartCode Version 9.2

ADDITIONAL GUIDELINES FOR INFILL DEVELOPMENT

The Area Plan emphasizes creative and innovative approaches to achieving the goals of higher quality development design and compatibility with nearby neighborhoods.

SITE LAYOUT AND DEVELOPMENT PATTERN

- **Street Edge Orientation.** Entry facades shall be oriented towards the primary street to create an inviting image, and consistent front and street edge definition. A minimum of thirty percent (30%) of a nonresidential development site's thoroughfare, collector, and commercial street frontage(s) should be occupied by building wall.
- **Setbacks.** These standards encourage the creation of a continuous, defined street edge consisent with the area, whether comprised of building, walls, or vegetation, in order to enhance the pedestrian experience, while in return allowing a developer to maximize the developable area of an infill or redevelopment parcel with a reduced front development setback.
- The number of entry driveways on a thoroughfare street should be limited to the maximum extent feasible.

BUILDING HEIGHT, MASSING, AND FORM

- Compatibility With Surrounding Development. Infill and redevelopment projects in existing developed areas shall be compatible with or complement the established proportions and building mass of adjacent developments.
- Residential Compatibility. To the maximum extent practicable, the massing and use of exterior materials of attached residential dwellings should be arranged to give the building the appearance of a large single-family detached home.
- Garages projecting in front of the structure are strongly discouraged on residential structures. Garages facing the street should generally be no more than one-third the width of the structure, and the front wall plane of all attached garages should be recessed behind the front wall plane of the dwelling's ground floor living area.
- **Nonresidential Transition To Adjacent Residential Uses.** Where buildings are adjacent to residential uses, building massing shall create a transition from the edges of a commercial center inward. To achieve this effect, smaller and lower building mass shall be located near edges of the center where adjacent buildings are smaller or residential in scale.

PARKING REQUIREMENTS

- Flexible, shared, and/or reduced parking standards should be permitted upon submittal of a parking study with development plan approval. While nonresidential developments should have adequate parking for customers and employees, they should also avoid excessive amounts of asphalt that detract from a pedestrian environment.
- To the maximum extent feasible parking shall be located to minimize visual and noise impacts on adjacent residential properties, but generally should not be located between the building and the street.

LANDSCAPE AND SCREENING

- Use plantings along street edges to provide a visual cohesion along streets and buffer automobile traffic. Landscaping should be used to provide visual relief from hard street edges and create a sense of neighborhood scale and character.
- Parking lot edges shall be buffered from public rights-of-way and adjacent properties. However flexible approaches to landscape and screening should be used to achieve the Design Guidelines, such as the use of decorative low walls/fences along the street edge in lieu of larger berms and landscape setbacks.
- Nonresidential development shall respect adjacent residential uses and surrounding neighborhoods by ensuring intensive operations, such as loading areas, do not adversely impact neighbors.

Buildings in infill areas should face the street and be permitted flexible front - and side-yard setbooks. Entry drives should be limited.

Residential infill should have consistent setbacks, massing, and architectural character. Garages should not dominate the appearance of the structure.

Nonresidential structures near residental should be designed to be compatible with the scale and design of nearby dwellings.

On-street parking and flexible parking standards should be used where appropriate. Landscaping and street trees should be used to define the street edge for nonresidential development.

neighborhoods and HOUSING

Introduction

The 18 square-mile *Briarcliff-Winnwood Plan Area* is diverse in its variety of neighborhoods and housing stock, ranging from the post World War II era to newer upscale housing developments. Enhancing, maintaining and revitalizing neighborhoods and housing throughout the Plan Area is a priority of the Area Plan. These efforts are critical to the long-term health and sustainability of neighborhoods for future generations in 2030 and beyond.

Key Issues

The following neighborhood and housing issues were identified by community participants during the planning process:

HOUSING DEMAND

New and renovated housing will be needed to accommodate anticipated population growth, changing market demands, and deterioration of existing stock. Based on estimated population growth, up to 4,800 new housing units will be required in the Plan Area through 2030. Satisfying this demand will likely include a combination of new development on vacant or infill sites, replacement of existing developed housing that is removed, and the redevelopment of obsolete commercial properties into residential or mixed-use developments.

PROVIDE HOUSING CHOICE

Planning participants emphasized the desirability of maintaining affordable housing for residents and promoting home ownership. Providing the right mix of housing choices for all residents is essential to meeting the long-term needs of the community. In the future, more housing diversity with a range of housing types and densities must be provided to meet changing lifestyles and affordability needs. Future needs will include housing for senior citizens, higher density attached housing clustered in proximity to transit facilities, workforce housing close to employment centers, and innovative designs providing a mix of live, work, and play options. Increased residential density will be essential to achieving lower housing costs for new housing, while the building and site design will be essential to the project's viability and integration with existing neighborhoods.

MAINTAIN AND ENHANCE THE EXISTING HOUSING STOCK

The existing housing stock of single-family dwellings and rental properties must be maintained and enhanced in order to sustain long-term neighborhood health. A major issue facing much of the Plan Area is the marketability of its older housing stock, and in some areas the condition of homes in older neighborhoods. Housing constructed during the post World War II era, between 1945 and 1960, typically consists of modest sized homes with few bedrooms, smaller kitchens, less storage space, and fewer modern amenities than homes built today. Unless renovated to meet current market demands, such housing will increasingly be at a competitive disadvantage in the marketplace compared to housing built in recent decades.

Many existing neighborhoods throughout the Plan Area are well maintained and have stable housing conditions.

Future housing needs in the Plan Area will include a combination of older housing, newer housing, and "urban" housing options to accommodate changing market demands. Carriage Hills is an example of the limited remaining "green field" developments in the Plan Area.

Some neighborhoods such as this area of Crestview need major reinvestment and revitalization efforts to remain sustainable neighborhoods for future generations.

Residents strongly emphasized that neighborhood parks such as this area of the Lakewood Greenway need to be well maintained and enhanced with facilities to serve surrounding neighborhoods.

Residents strongly opposed placing higher density and subsidized housing in locations with limited access to neaby parks, schools, services, and transit. Instead such medium-high and high density housing should be dispersed and located in areas along major roadways, close to existing or future transit, near commercial areas, and/or within "mixed-use" developments.

Neighborhood "curb appeal" enhancements such as this entry sign and planting bed in the Greenhaven neighborhood should be promoted and enhanced throughout the Plan Area.

PARKS AND OPEN SPACE AREAS

Maintaining and enhancing parks and open space areas is important to the quality of life and desirability of neighborhoods throughout the Plan Area. Planning participants emphasized the need to enhance existing park lands with facilities that provide both indoor and outdoor recreation, as well as connect neighborhoods to one another. In addition, new development should preserve natural open space and woodlands while integrating these natural features into development design.

QUALITY INFILL DEVELOPMENT AND NEW DEVELOPMENT:

The City's development policies, regulations, and guidelines should protect established neighborhoods from inappropriate land uses and incompatible development design. Planning participants expressed a strong desire for a mix of well-integrated residential uses connected through a walkable pedestrian network. Planning policies should discourage concentrations of rental and subsidized housing; and, the future development of multi-family housing should be integrated with other housing types, including single-family neighborhoods, rather than clustered in isolated areas. The urban design of all new development and redevelopment should be compatible with existing nearby neighborhoods.

ENHANCING "CURB APPEAL" AND A SENSE OF PRIDE

Planning participants indicated public investment in basic infrastructure, both for new infrastructure and on-going maintenance, is a significant issue that must be addressed in order to maintain attractive "curb appeal" and community pride. Neighborhood-serving facilities and gathering places, such as schools, parks, community centers, and recreation facilities serve as community "anchors" and are important to long-term neighborhood health and identity.

Guiding Principles

The following guiding principles related to neighborhoods and housing were prepared to address the key issues identified during the community planning process:

- Promote stable neighborhoods that build on the excitement of many cultures and that attract high quality new development.
- Maintain and enhance existing housing stock to secure viability and competitiveness in the marketplace.
- Promote a full range of housing choices for all citizens and income levels.
- Promote neighborhood identity and a sense of pride.
- Aggressively target property maintenance and code enforcement issues.
- Enhance basic infrastructure within neighborhoods.
- Promote quality and compatible infill development, new development, and redevelopment.

RESIDENTIAL INFILL DEVELOPMENT

Infill development in existing neighborhoods should be well designed and blend with the character of the area. Small-lot single-family dwellings and low-density attached housing choices are considered appropriate for single family neighborhood infill.

Medium-high or high density housing types are typically not considered compatible infill within existing single family neighborhoods. However, the following medium and medium-high density residential housing types should be promoted when developed in or near existing low-density residential areas.

The following images have a building scale and architectural design compatible with a single-family residential area. In most cases the preferred infill designs do not have garages, driveways, or surface parking visible from the street. Images of residences and townhomes with garages and driveways dominating the street frontage, and images of apartment complexes were strongly discouraged by planning participants.

Single-family (low density) infill design should minimize the appearance of garages and parking.

Single-family (Small lot cluster) with garages oriented toward street, should have 50 percent or more of the visible structure occupied by living space.

Single-family (Small lot cluster) with garage oriented toward rear alley.

Townhomes (3+ units/building) should have garages oriented toward rear acess drive.

Townhomes/Apts (4 units/bldg) should have garages oriented toward rear access drive.

Townhomes/Apts (4-6 units/bldg) should have garages or parking areas located where not visibile from the street.

Mixed-use development in higher density areas with residential above retail should limit street parking.

Discouraged: Townhomes (2+ attached units) with garages and driveways dominating the view along the street.

Discouraged: Clustering apartment buildings (8+ units/bldg) and attached housing around surface parking lots.

Housing Framework

The community planning process included a broad overview of existing conditions that impact the long-term health of neighborhoods throughout the Plan Area. Due to the size and diversity of the Plan Area, this analysis was conducted for smaller geographic areas (sub-areas). The Plan Area was divided into 24 sub-areas, generally based on groups of US Census blocks. These sub-areas typically consist of blocks and neighborhoods and may include a diverse range of conditions, from healthy to a state of decline.

The analysis identifies areas with similar issues and similar general conditions, thus providing a framework for appropriate long-term strategies to address their long-term needs. None of these factors alone create a solid basis for developing action strategies to address long-term planning issues. However, by combining these indicators, they present a broad description of current neighborhood health and the basic needs and priorities within the sub-area that should be addressed when planning for the future.

HOUSING FRAMEWORK INDICATORS

1. Housing Type
2. Housing Value
3. Housing Affordability
4. Housing Age
5. Housing Occupancy and Ownership
6. Household Size and Type
7. Household Income
8. Household Assistance
9. Home Foreclosures
10. Access to Jobs
11. Schools
12. Opportunities for New Housing

A variety of economic, demographic, and infrastructure condition "indicators" were analyzed for each sub-area in relation to the remainder of the Plan Area and, in some instances, how it compares to the Kansas City Metropolitan Statistical Area (MSA). The factors used in the analysis were overlaid to develop a composite map illustrated. The Housing Framework Map on page 54 identifies the three classification types of each sub-area based on the analysis conducted through the planning process.

"STABILIZATION" SUB-AREAS

The housing and economic indicators of these sub-areas generally compare less favorably to the metropolitan area, and these sub-areas often have the greatest need for infrastructure improvements. Blocks and neighborhoods in these areas typically have the lowest percentage of owner-occupied single-family dwellings and the lowest home values. These areas are in fair condition, but some blocks and neighborhoods may be declining or on the verge of decline and may have long-term neighborhood health issues ranging from relatively minor to severe.

"CONSERVATION" NEIGHBORHOODS

These sub-areas tend to have a variety of age and development types in relatively good condition and good quality, with housing and economic indicators generally near to those of the metropolitan area. There are variations in the indicators present at the block and neighborhood level, and some areas may need infrastructure improvements or reinvestment in the housing stock to limit minor declining conditions and to maintain healthy, stable neighborhoods.

"STABLE" SUB-AREAS

These sub-areas have the strongest housing and economic indicators and compare favorably to the metropolitan area. In general, these areas include the newest developed neighborhoods, areas with fewer infrastructure improvement needs, and strong well-maintained older neighborhoods. Similar to conservation sub-areas, variations in the indicators are present and some blocks or neighborhoods may need infrastructure improvements or reinvestment in the housing stock to limit minor declining conditions and to maintain healthy, stable neighborhoods.

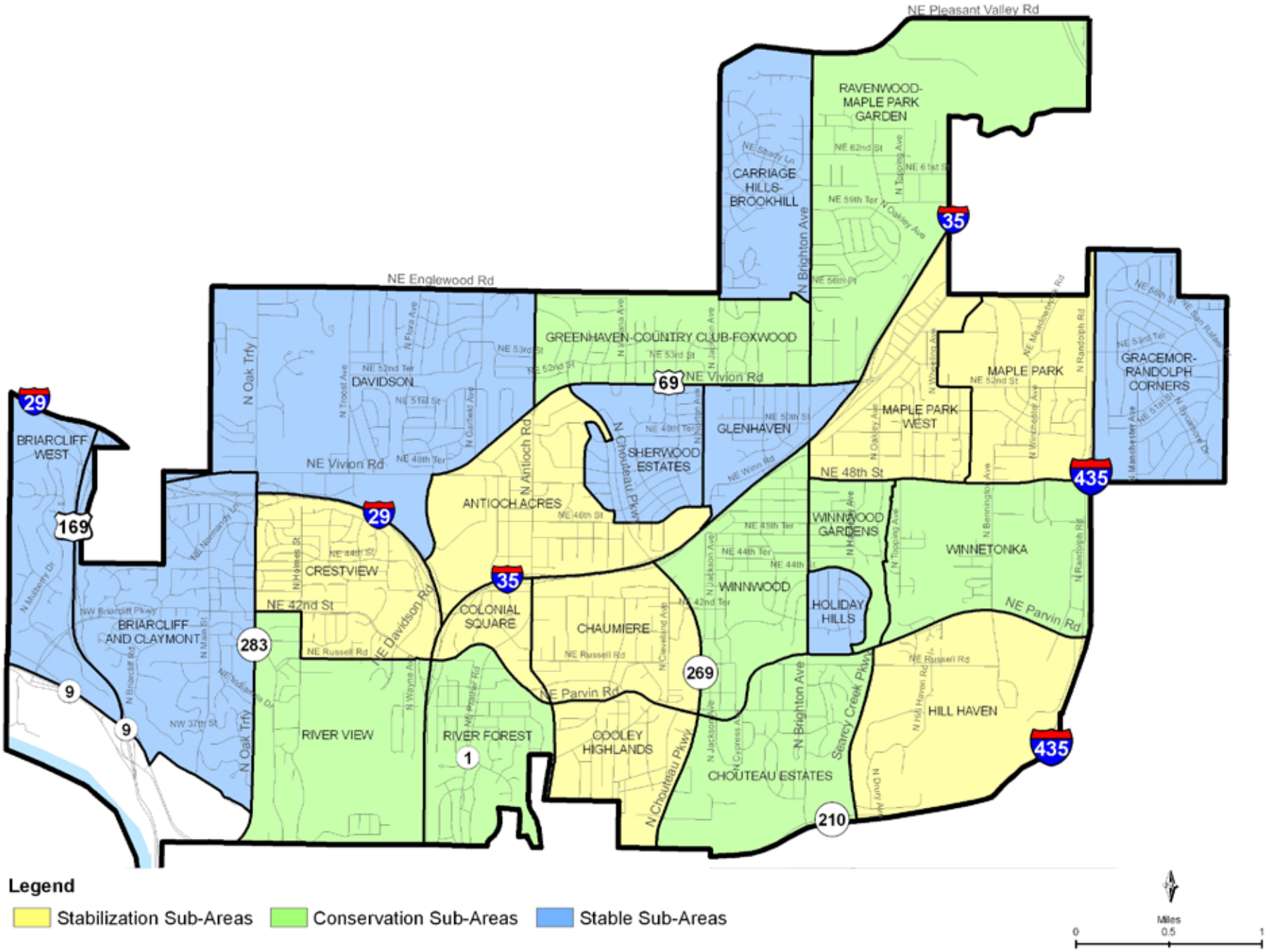
Stabilization neighborhoods such as Crestview typically have the greatest need for infrastructure investment and housing reinvestment or redevelopment.

Conservation neighborhoods such as Greenhaven typically need more targeted infrastructure improvements, such as sidewalks, and reinvestment in the housing stock to address minor declining conditions.

Stable neighborhoods such as Country Downs typically have the strongest housing and economic indicators, but may have the need for targeted improvements to remain healthy and maintain stable conditions.

Housing Framework Map

Briarcliff - Winnwood Area Plan



Recommendations

There is no single best approach to addressing neighborhood and housing issues throughout the Plan Area or across similar first-ring suburb areas in the Kansas City metropolitan area. Rather, a combination of financial incentives, other incentives, and context sensitive development regulations will be the most effective strategies to stimulate both housing renovation and new housing investment. The overall goal is to provide recommendations and strategies that will enhance, maintain, and revitalize neighborhoods and housing throughout the Plan Area, to ensure sustainable neighborhoods for future generations.

REINVEST, MOTIVATE, AND MONITOR

Due to community and market desires, strengthening the existing housing stock is recommended first and consideration for building new housing is recommended second. Therefore, reinvestment in the existing housing stock by continuing a small grant program for repairs to owner-occupied housing; focusing on property maintenance and code enforcement to motivate property owners to maintain their properties; and, monitoring progress according to programs selected from the Neighborhoods Program Menu should be encouraged (see page 59).

DEFINE COMMUNITY CRITERIA FOR SUCCESS

Expand the SMART Program (Sustainable Maintenance and Renewal Today) into neighborhoods throughout the Plan Area, using the program's goals to help define the criteria for success. The goals of the SMART Program areas are:

- A substantial increase in the curb appeal of the target area.
- Re-energized neighborhood organization.
- An increase in property values of 2-3% a.cording to the Multiple Listing Service (MLS).
- Leveraging of public infrastructure improvements.
- An increase in disposable income of participants due to energy efficient home repairs.

Other important elements of the SMART program should include:

- Educating property owners about the program and neighborhood expectations.
- Building good relationships and communication between property owners, renters, and rental property owners to mitigate issues of concern and to increase the percentage of property maintenance cases resolved by the neighborhood or the above stated parties.
- Increasing the percentage of owner-occupied housing.
- Decreasing the percentage of code enforcement cases.

Context sensitive development, such as this example of infill housing in Seattle, WA, needs to be promoted for new housing renovation and new housing investment in existing neighborhoods throughout the Plan Area.

Investment in neighborhood streets, sidewalks, and other infrastructure is needed throughout the Plan Area to maintain a good "curb appeal" and encourage neighborhood reinvestment.

Strong sustainable neighborhoods must provide for the needs and services of the future generations.

BUILD CONFIDENCE AND PARTNERSHIPS

In order to expand human and financial resources and increase confidence to help strengthen the market, the following steps are recommended:

- Use community-based criteria to assess progress and target areas to be improved.
- Build partnerships for long-term support of neighborhood programs.
- Secure funding to initiate a "public facelift" and to build confidence in the project (see Neighborhoods Program Menu, page 59).

TARGET INTERVENTION

If housing does not improve after intensive programming and the market does not respond, partners such as Northland Neighborhood, Inc. (NNI), or other community development corporations (CDCs) should work strategically to determine where demolition and new infill housing construction is appropriate. Appropriate replacement housing types would be those appealing to all ages and stages of life. Community partners could make housing more desirable by acquiring property and preparing it for resale, organizing community response, or other means selected from the Neighborhoods Program Menu (see page 59).

Appropriate replacement housing could include:

- One bedroom apartments
- Starter homes
- Market-rate townhomes
- Live/work units
- Below market-rate townhomes
- Market rate single-family homes
- Senior housing or congregate care homes
- Universal design homes that are adaptable and usable by people of all ages and abilities

Neighborhoods and Housing Strategies

Using the neighborhood classifications defined in the Housing Framework section, the following potential strategies are identified for use by neighborhoods throughout the Plan Area. The recommended partners and time frames for implementation are further detailed in the Implementation Matrix, beginning on page 99.

STRATEGIES FOR NEW HOUSING

	Stabilization Areas	Conservation Areas	Stable Areas
Promote a full range of new housing choices for all citizens and income levels.	★	★	★
Encourage the redevelopment of underutilized commercial properties or unused public properties (not including park lands) for new residential housing choices.	★	★	
Promote new residential and nonresidential development that is designed to blend appropriately with the neighborhood's existing character.	★	★	★
Promote new "attached-housing" choices and development designs compatible with existing single-family neighborhoods (i.e. housing types and development plans creating the appearance of a single-family neighborhood).	★	★	★
Promote "green" design practices in new development and renovation projects (i.e. energy efficiency, reduced storm water runoff, water conservation, reduced wastewater).	★	★	★

STRATEGIES TO ENCOURAGE HOME OWNERSHIP

	Stabilization Areas	Conservation Areas	Stable Areas
Encourage home ownership through use of programs, such as the Kansas City Dream Home Program, to assist qualified home buyers with a down payment and closing costs.	★	★	
Target Federal HOME funds to construct, purchase, and/or rehabilitate housing for affordable home ownership.	★	★	
Explore the use of tax abatement and other incentive programs to encourage home ownership.	★		

STRATEGIES TO ADDRESS HOME IMPROVEMENT AND PROPERTY MAINTENANCE ISSUES

	Stabilization Areas	Conservation Areas	Stable Areas
Combine targeted code enforcement with assistance for needed home repairs and basic maintenance.	★	★	
Work with local homes associations and community groups to identify chronic problem areas with property maintenance and code violations.	★	★	★
Maximize minor home repair funds to provide basic home improvements.	★	★	

STRATEGIES TO ADDRESS BASIC INFRASTRUCTURE AND PROPERTY IMPROVEMENTS

	Stabilization Areas	Conservation Areas	Stable Areas
Investigate the possibility of leveraging incentive programs (such as a new Tax Increment Financing District) to fund improvements in adjacent residential areas. An example of this program was the Chouteau Housing and Maintenance Program (CHAMP) administered by NNI in the Chaumiere and Winnwood-Sunnybrook neighborhoods.	★		
Proactively identify chronically vacant and dilapidated homes. Investigate programs to assist with rehabilitation or renovation of dilapidated homes where economically feasible.	★	★	
Target sidewalk and bicycle facility improvements that maximize safe, convenient connections from residential areas to retail areas, schools, transit stops, parks, religious institutions, and other neighborhood destinations.	★	★	★

Neighborhoods Program Menu

The Neighborhoods Program Menu provides additional strategies and intervention options for reinvesting in housing and neighborhoods. For each strategy, the menu outlines:

- Why the strategy is needed;
- Who is to implement the strategy/intervention; and,
- How they are to do it.

STRATEGY/ INTERVENTION	RATIONALE	PARTNERS	HOW
Initiate a proactive approach to reducing serious code enforcement cases	Kansas City's Safe City Plan outlines the "Broken Windows" theory, which says that if a window in a building is broken and left unrepaired, all the rest of the windows will soon be broken. Early intervention can prevent further deterioration.	Neighborhood Organizations, KCMO Health Department, KCMO Neighborhood & Community Services Department	• Appoint a "Property Maintenance Coordinator" for the neighborhood to coordinate neighborhood response to property issues. Develop a set of "Neighborhood Expectations" regarding property upkeep and send to new residents. When property maintenance problems appear, first send a letter from the neighborhood to owner asking for repair; only if not fixed report to City & maintain follow-up.
Increase options for homeowners to renovate housing	To counteract current trends	Homeowners	• Take full advantage of the Sustainable Maintenance and Renewal Today (SMART) Grant Program
		City Planning & Development staff with Partnership Organization, NNI & Neighborhood Organizations, MARC	• Identify a community partner to complete a "prototypical" residential upgrade, consolidate parcels and infuse new housing as willing sellers arise.
Explore Tax Incentives for housing renovation	Assessed values are rising regularly, a disincentive for major renovation	City Planning & Development staff, EDC	• Review ways to provide tax incentives for single family housing such as is being done in Columbus Ohio (http://development.columbus.gov/NeighborhoodsandResidents/housing/homeowner/nids_rti.asp)
Make more funds available for housing renovation	The demand for housing funds greater than availability	EDC, NNI, State and Federal Agencies	• Direct a percent of revenue from commercial development in an expanded TIF along North Oak Corridor to housing programs
Prioritize, target, and seek funding for neighborhood capital improvements	To encourage property owners to invest	City Planning & Development staff with NNI and Neighborhood Organizations	• Review list of neighborhood capital improvements in the Implementation chapter and prioritize

STRATEGY/ INTERVENTION	RATIONALE	PARTNERS	HOW
Make both tenants and landlord/investors accountable to neighborhood home owner values/standards	Because about 50 % of the housing units in the Corridor were rental in 2000.	City staff, Neighborhood and Community Services staff	• Complete design of landlord licensing program similar to that in the City of Independence, Missouri that will make landlords take responsibility for the properties they own.
		City staff, Neighborhood and Community Services staff, NNI	• Create a Rental Inspection Program similar to Williamsburg, VA which requires interior and exterior inspections of certain rental units such that rental properties in selected areas are inspected when first offered for rent and at change of occupancy.
		Housing and Community Development staff	• Give rental property owners the opportunity to qualify for zero-interest loans for a percentage of the repair or rehabilitation cost like the City of Walnut Creek, CA
Address pockets of aging and/or deteriorated housing stock	Reverse trends of aging First Ring Suburbs	Housing and Community Development staff	• Target Federal HOME Program funds to activities that build, buy, and/or rehabilitate affordable housing for homeownership, and use Community Development Block Grant (CDBG) funds to make certain that affordable housing is developed and services are provided to those in need. Use HOME dollars to provide: • Financial assistance to homeowners and new homebuyers for the purchase or rehabilitation of a home. • Site acquisition or improvement assistance. • Demolition of dilapidated housing that will be replaced with a housing assisted with HOME funds.
		City Planning & Development staff staff	• Where narrow, residential lots predominate, offer prospective homeowners access to financing options that will allow the purchase and demolition of vacant smaller homes in order to build a larger home for larger families, when compatible infill is not possible.
	Allow residents to find appropriate housing in the Corridor throughout their lives	City Planning & Development staff, Private Developers	• Help provide for a full range of housing types by seeking suitable sites and financing for housing for the elderly.
Seek ways to preserve or add to “Green Space”	“Green” is both a community goal and a way of sustaining the Corridor into the future	City Planning & Development staff, Office of Environmental Management	• Use Urban Design Landscaping Guidelines to review development proposals; in developments of large acreages, use clustering to preserve green
		NNI & Public Schools	• Apply for Missouri Department of Conservation’s Tree Resource Improvement & Maintenance (TRIM) cost share program for projects such as tree inventory, plan development, educational activities centered on trees, tree pruning, removal, and tree planting. The program can only be used on public land.

STRATEGY/ INTERVENTION	RATIONALE	PARTNERS	HOW
		NNI	• Work with volunteer gardeners and landscape architects living in the Corridor to develop a landscaping component to include in all housing programs
		Neighborhood Organizations	• Invite Master Gardeners to speak at neighborhood meetings on landscape issues; sponsor a "rain garden" project in partnership with appropriate local businesses; organize volunteer to adopt neighborhood parks
Help owners renovate their homes to meet current market standards	To inspire and encourage the modernization of the current housing stock	Housing & Community Development staff	• Seek funds to develop a demonstration program to renovate one house in the Corridor using the First Suburbs Coalition Idea Book
		NNI	• Design and hold homeowner workshop on using the MARC First Suburbs Coalition Idea Book to modernize housing stock
		Neighborhood Organizations	• Arrange for a presentation of the MARC First Suburbs Coalition Idea Book at a neighborhood meeting
Require and encourage new construction and renovation to conform to urban design principles and guidelines	New development and renovation needs to be compatible with the Plan Area's best assets	NNI, City Planning & Development staff, Neighborhood Organizations	• NNI and leaders of neighborhood organizations keep copies of the Design Guidelines on hand for inquiries from homeowners and developers
		City Planning & Development staff	• Make copies of guidelines available on the Department web site
		City Planning & Development staff	• Use guidelines to review development cases
		Housing & Community Development staff	• Use guidelines in designing/redesigning housing programs
Document current conditions and criteria for success	Need base line conditions and knowledge of change as a reinforcement for successful efforts & spur to improve where needed	North Oak Corridor partnership organization	• Refine the community-based criteria for success and use them to assess progress and target residential neighborhoods to be improved, determine when to secure public dollars to initiate a "public facelift", and when to launch additional projects
Keep school stable and at the center of good neighborhoods	Involvement with school district and neighborhood activities	NNI, School District, Citizens	• Create good neighborhood identity, promote education and positive attitudes toward the community

STRATEGY/ INTERVENTION	RATIONALE	PARTNERS	HOW
Create partnerships among neighborhood associations, agencies, nonprofits, and community groups, to advance full range of neighborhood improvement efforts and monitor progress	All have interests in the Corridor and working together, can make a difference	NNI, Community Trust/ Caring Communities, Northland Community Alliance, City staff, Businesses, Neighborhood Organizations	• Investigate future participation in Neighborhoods NOW Initiative of Greater Kansas City LISC. Neighborhoods NOW is a coordinated program to provide greater opportunities for jobs, affordable housing, better support services and a more attractive environment, using a combination of public, private, philanthropic and corporate sources. By partnering, LISC plans to improve targeted blocks and commercial corridors in four areas: housing, commercial & retail development, residential support services, and leadership development.
			• Develop an on-going organizational approach to focus interests in the Corridor, such as was done with Brush Creek Community Partners
Make homeownership the most desirable option in the Corridor	The Plan Area has a low level of homeownership compared to both the Northland and the City; the community would like to change that	City Planning & Development staff	• Create a Community Land Trust (CLT) similar those already in use in nearly 40 states across the country to help communities make land and housing available to residents having difficulty affording a home. CLT's can be used to facilitate ownership by providing land-lease opportunities that enable renters to become owners and help rental property owners turn their properties into owner-occupied housing units.
		NNI and Neighborhood Organizations	• Encourage participation in home ownership programs to educate renters about opportunities
		NNI and Neighborhood Organizations	• Refer interested buyers to Missouri's First Place Program that helps low-income homebuyers purchase new homes with affordable mortgage financing, often at an interest rate below that offered by market rate loans.
		Housing & Community Development staff	• Consider developing other City programs to supplement first time homeowners such as the First-Time Homebuyer Assistance (FTHBA) Program where low interest loans are made available to qualifying homebuyers upon meeting eligibility requirements.
		NNI and Neighborhood Organizations	• Contact local realtors to secure an ongoing listing of residential sale properties available in the Plan Area to make available to non-traditional homebuyers (minorities and women) who may be interested in the area

TRANSPORTATION

Introduction

A major strength of the Plan Area is its convenient access to regional highways and major employment centers, including downtown Kansas City. However, much of the Plan Area lacks "urban" transportation infrastructure including improved streets, sidewalks, trails, and other bicycle and pedestrian accommodations. Future improvements to the multi-modal transportation network will play a significant role in economic development opportunities, mobility, and the long-term sustainability of the Plan Area.

Key Issues

The following transportation issues were identified by community participants during the planning process:

WALKABILITY AND BICYCLE NEEDS

Much of the Plan Area has limited or no accommodations for pedestrians and bicyclists. Due to a lack of sidewalks or significant gaps in the sidewalk network pedestrians must often walk along open ditches or in the street to reach desired destinations such as schools and bus transit stops.

MULTI-MODAL TRANSPORTATION ALTERNATIVES

There is an existing and future need for a variety of transportation options, such as rapid transit (i.e. light rail or bus rapid transit), local bus services and facilities, trails, sidewalks, and newer "green" transit technologies to serve residents of all ages and incomes.

STREET NETWORK

A significant amount of the existing street network predates annexation in the 1950s and consists of ditch-section designs with narrow rights-of-way lacking urban enhancements such as sidewalks and curbs. Given limited resources, improvements to the transportation network will need to be focused to provide a framework of connectivity throughout the entire Plan Area. Enhancements needed throughout the Plan Area include accommodations for pedestrians, bicyclists, transit stop amenities, and better connectivity to schools, recreational trails, and shopping.

RAPID TRANSIT PLANNING

The specific form of rapid transit along North Oak Trafficway, and possibly other corridors in the Plan Area, will be determined in the future but will likely include either a bus rapid transit (BRT) or a light rail transit (LRT) system. While major coordination issues would need to be resolved, the addition of rapid transit will have a significant positive impact for new transit related economic development options, new "urban" housing choices, and increased mobility.

Many neighborhood streets predate annexation and with ditches and no curbs. This street east of Antioch Mall is a bus route with no accommodations for pedestrians and transit riders.

Citizens identified the lack of sidewalks and trails as a significant issue requiring future infrastructure investment. This sidewalk along a neighborhood street west of Brighton Ave. is severly deteriorated and needs repair.

Most freeway interchange areas in the Plan Area lack facilities to accommodate pedestrians and bicyclists. This area at the Antioch Rd / I-35 interchange is an example of a major barrior for both walkers and bikers.

This view of North Oak Trafficway looking south from Englewood Rd is designated as a future rapid transit corridor.

Guiding Principles

The following guiding principles related to transportation address the key issues identified during the community planning process:

- Promote a "balanced" and energy efficient transportation system that uniformly considers the needs of vehicles, transit services, pedestrians, and bicycles.
- Provide a safe, accessible, attractive and convenient network of sidewalks, trails, and bicycle routes with direct access to transit services.
- Improve transportation options throughout the Plan Area by making transit use more convenient, safe, and affordable and by providing additional transit service as needed.
- Coordinate with KCATA to create a rapid transit system that helps build strong neighborhoods and supports economic development.

Major Street Map

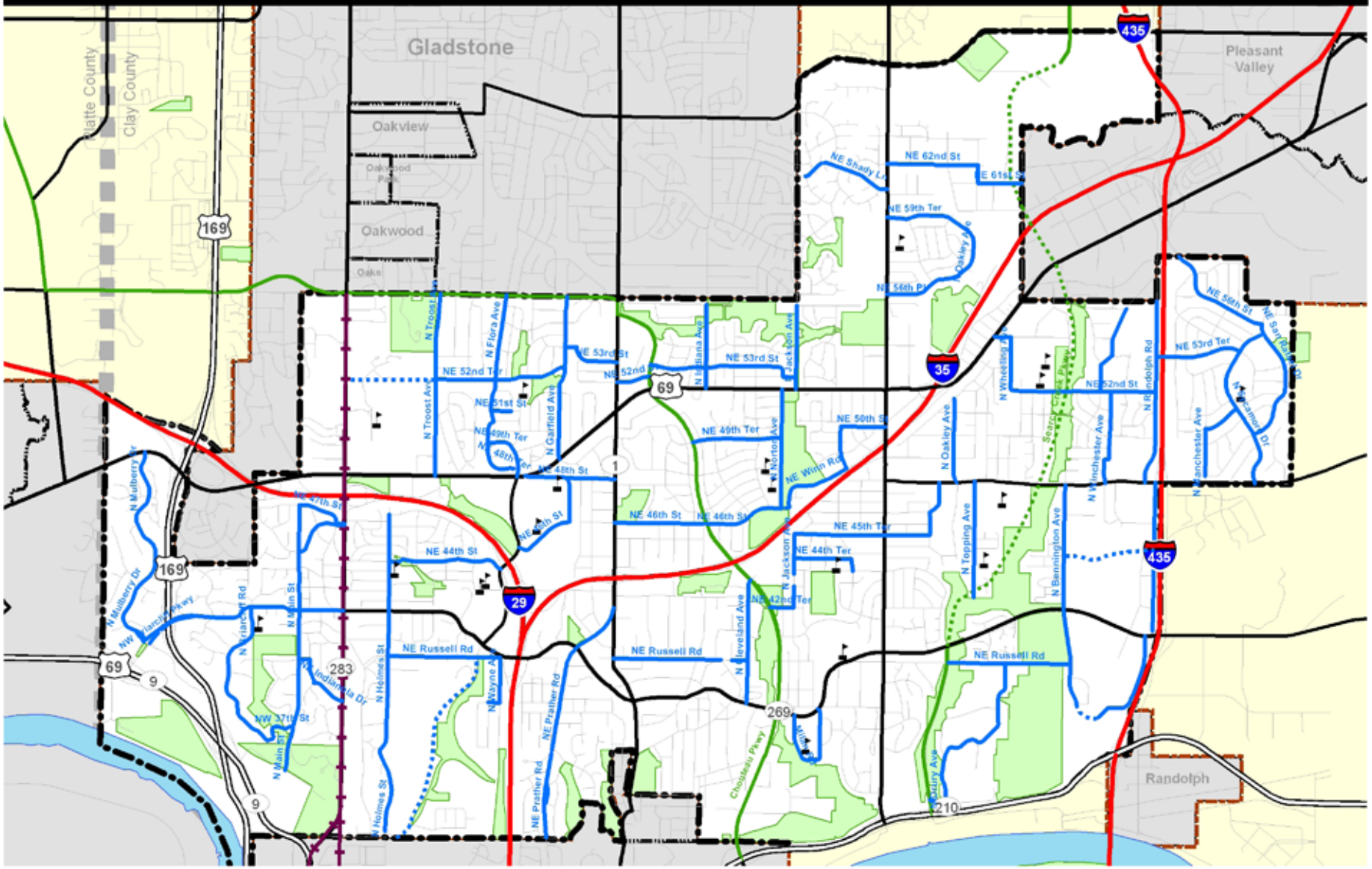
The primary function of the arterial and highway network is to move large volumes of traffic from one place to another at moderate- to high- speeds, and to provide continuous linkages between major traffic generators. Building on the City's Major Street Plan which designates freeways/expressways, arterials, and parkways and boulevards, the Major Street Map identifies a network of collector roadways to serve both existing and future development throughout the Plan Area. The collector streets identified in the map provide continuous linkages within neighborhoods and connect to local streets that provide access to individual properties.

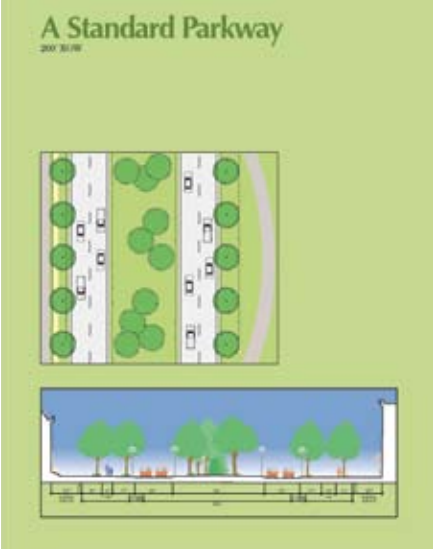
This area near the intersection of North Oak Trafficway and NE 42nd St / Briarcliff Pkwy may be a future rapid transit stop with opportunities for significant redevelopment and revitalization.

Citizens during the planning process encouraged efforts to promote "green" transportation alternatives, such as these low-emitting and fuel efficient vehicles. Implementing alternative transportation options is a recommendation of the City's Climate Protection Plan.

Major Street Map

Briarcliff - Winnwood Area Plan





Standards adopted by the Board of Parks and Recreation Commissioners will guide the future construction of parkways and boulevards, as well as development along side those corridors.

Chouteau Pkwy north of M-210 Hwy is planned to be widened and improved to a parkway design including pedestrian and trail facilities, park lands, and a wide median in various locations.

This trail and streetscape improvement constructed in 2008 along Vivion Rd east of North Oak Trafficway will be replicated throughout the Plan Area from Riverside on the west to Liberty on the east.

Special Planning or Improvement Corridors:

BOULEVARD AND PARKWAYS STANDARDS OF KANSAS CITY

Adopted by the Board of Parks Commissioners, these standards provide both recommended and required improvements for parkways and boulevards throughout the city, including Chouteau Parkway, Searcy Creek Parkway, and Englewood Boulevard in the Plan Area.

CHOUTEAU PARKWAY EXPANSION

The Kansas City, Missouri Parks and Recreation Department is the lead agency conducting an alignment study for the expansion of Chouteau Trafficway. Initially, this was a joint MoDOT and Kansas City, Missouri project; however, as this route is transferring from the MoDOT system to the City system MoDOT is no longer responsible for future maintenance issues. From this study, a portion of the roadway from Interstate I-35 to MO Route 210 will be improved from a two-lane roadway to a four-lane divided parkway. This project will improve safety, increase mobility, and provide for the efficient movement of goods and truck traffic.

VIVION ROAD CORRIDOR

The Vivion Road Corridor Study, conducted by MoDOT and completed in 2000, provides a guide for public and private improvements to enhance Vivion Road from a state highway to a multi-modal corridor with the look and feel of a parkway or boulevard. The corridor extends from Riverside on the west, through Gladstone and the Briarcliff-Winnwood Plan Area, to Claycomo, Pleasant Valley, and Liberty on the east. In addition to numerous multi-modal transportation recommendations, specific urban design and streetscape enhancements are identified for implementation through public and private resources. The enhancements address: landscape and streetscape features, monuments, use of distinctive materials, colors, textures, and forms; common signage; and lighting. The first phase was completed in 2008 from North Oak Trafficway to Highland Drive.

BRIARCLIFF PARKWAY

Briarcliff Parkway provides the only continuous east-west connection south of I-29 in the Plan Area and is being improved. Briarcliff Parkway is a designated bicycle route, is part of a transit route, and connects to a proposed trail system. Improvements to this parkway should be sensitive to the character of the existing neighborhoods, while accommodating through traffic, parking, bicycle travel, and pedestrian accommodations.

ENGLEWOOD ROAD

Englewood Road is a designated parkway connecting Chouteau Parkway to Line Creek Parkway. The roadway is the northern boundary of the Plan Area and also the common city limit boundary with the City of Gladstone. A streetscape design study should be completed for the corridor to determine the most suitable and feasible opportunities to improve the roadway to parkway standards. Design and improvements will require coordination with the City of Gladstone.

SEARCY CREEK PARKWAY

The first phase of this parkway has been constructed between M-210 highway and NE Parvin Road and consists of a wide median with relatively undisturbed wooded areas. Future phases north of NE Parvin Rd will extend through Hidden Valley Park and the City of Claycomo before linking with another segment, completed in 2008, near the Police Academy at Pleasant Valley Road. This parkway corridor is designated for an off-street citywide trail and provides the opportunity to preserve and enhance a significant linear park. Rather than closely paralleling the roadway similar to other existing or planned trails, this future trail has the opportunity to meander within the greenway parkland and wooded areas. An alignment study and preliminary engineering design study must be completed for the undeveloped phases of Searcy Creek Parkway to determine the most suitable and feasible opportunities to complete this parkway corridor.

NORTH OAK TRAFFICWAY CORRIDOR

As part of the North Oak Corridor Study, adopted by the City Council on September 21, 2006 by Resolution No. 060955, North Oak Trafficway and other supporting streets in the area were designated for improvement with a variety of "urban" and "parkway" enhancements. North Oak Trafficway through the Plan Area is divided into three segments, each of which should be improved with a unique roadway design and streetscape character, as described below.

"PARKWAY-LIKE" IMPROVEMENTS FROM ENGLEWOOD ROAD TO I-29

ROADWAY FEATURES

- Increased landscape depth; possible median
- Two travel lanes each way
- Parkway feel
- Minor and major transit stops
- I-29 interchange improvements

LAND USES (see Future Land Use Map)

- Regional shopping
- Single-family residences
- Commercial
- Office
- Educational and service

The first phase of Searcy Creek Pkwy has been constructed between M-210 Hwy and NE Parvin Road. The Major Street Map identifies a conceptual alignment for the parkway to extend northward where it will connect with Shoal Creek Pkwy near the Police Academy.

North Oak Trafficway "parkway-like" enhancement concept.

North Oak Trafficway streetscape enhancement concept for a "parkway-like" improvement.

Mixed commercial and residential uses are envisioned for certain portions of the North Oak Trafficway corridor.

Sidewalks currently exist in limited areas of the North Oak Trafficway corridor.

Decorative streetlights and banners should be used to visually identify a special area at the Cherry Street node.

"FLEXIBLE URBAN" IMPROVEMENTS FROM I-29 TO 43RD STREET AND FROM 39TH STREET TO 32ND STREET.

ROADWAY FEATURES

- No median
- Two travel lanes each way
- Expanded pavement
- Turn lanes at limited locations
- More green space/transition
- Minor transit stops

LAND USES (see Future Land Use Map)

- Mixed-use e.g. commercial/retail with residential
- Single-family residences
- Commercial
- Office
- Townhomes

"URBAN" IMPROVEMENTS FROM 43RD STREET TO 39TH STREET.

ROADWAY FEATURES

- No median
- Two travel lanes each way
- Minimize pavement width
- Destinations closer/walkable
- Major transit stops

LAND USES (see Future Land Use Map)

- Townhomes
- Mixed-use, e.g. commercial/retail with residential

Use of color and pattern can encourage visitors to slow and and consider a retail area.

Transportation Recommendations

AREA-WIDE SAFETY AND EFFICIENCY

- Incorporate multi-modal improvements when upgrading streets – including sidewalks, trails, and transit access.
- Manage vehicular access by limiting points of conflict among vehicles, bike lanes, bikes, transit vehicles and between vehicles and pedestrians. Require shared access for adjacent commercial developments wherever possible, and minimize the number and width of driveways for individual uses. Encourage shared parking.
- Improve signalization by upgrading signalization and signal timing to move traffic smoothly and allow for safe pedestrian crossings while enhancing visual identity.
- Manage turns by providing protected left turns at key intersections, limiting turns as appropriate and eliminating points of conflict through access management.
- Improve intersections with safety enhancements for all users, including pedestrians and bicyclists.
- Manage travel speeds through roadway design to best serve local and regional destinations, and integrate traffic calming measures in areas with speeding issues.
- Maintain capacity/minimize pavement: Reduce the number of travel lanes on major streets (e.g. road diet) whenever practical. For North Oak Trafficway and other similar roadways the number of travel lanes may remain, however the amount of paving should be customized to fit travel needs and the needs of adjacent uses while also incorporating transit and facilities for pedestrians and bicyclists.
- Limit encroachment of roadway widening onto private property by efficiently using the right-of-way currently in public ownership.
- Implement recommendations of *Trails KC Plan* and *Bike KC Plan*.

SUSTAINABLE COMMUNITY AND A UNIQUE SENSE OF PLACE

- Implement the Parkway and Boulevard Plan throughout the Plan Area.
- Ensure context sensitive design by planning and constructing roadway projects that harmonize with natural systems by respecting topography and natural resources. Drainage facilities should be improved using "green infrastructure" and other Best Management Practices while enhancing visual quality of the public streetscape
- Incorporate landscape enhancements on all roadway sections to provide opportunities for additional landscaping or green space either on the sides or in a median where feasible. Landscaping should be sustainable, planting techniques should use long-lived, indigenous varieties of plants that are hardy, disease-resistant, and urban tolerant.
- Design streetscape enhancements to provide unique identity and a sense of place, particularly in areas designated as gateways and image corridors. Streetscape enhancements should incorporated BMP standards when possible.
- Conduct an alignment study and preliminary engineering design study for the undeveloped phases of Searcy Creek Pkwy to determine the most suitable and feasible opportunities to complete this parkway corridor.
- Conduct a streetscape enhancement design study for Englewood Rd as a joint effort with the City of Gladstone to determine the most suitable and feasible opportunities to improve the roadway to parkway standards.
- Incorporate BMP standards where there is limited right-of-way, when opportunities exist.

Targeted improvements should address safety for children and pedestrians, particularly along primary corridors to schools, parks, and employment destinations.

Currently, sidewalks exist in limited sections of the area, makes pedestrian access difficult.

Gaps in existing sidewalk systems decrease the pedestrian connectivity and force people to walk on the road with traffic or along dirt paths.

Infrastructure improvements should enhance accessibility for residents of all ages and physical conditions.

A well connected network of sidewalks and trails was identified as a top priority of citizens during the planning process.

Future sidewalk improvements throughout the Plan Area should be designed to feel comfortable for pedestrians. The narrow width, close proximity to the street curb, and lack of street trees to buffer pedestrians give this sidewalk an unsafe feel.

This photo of the Vivion Road trail under construction in 2008 east of North Oak Trafficway is an example of a pedestrian / recreation trail improvement along a major street that feels comfortable. It is wide and setback from the street.

Walkability Framework

Improving pedestrian accommodations was a need emphasized by area residents throughout the planning process. A connected network of sidewalks would provide additional mobility options to residents and provide connectivity to community and neighborhood destinations, such as schools, commercial and employment areas, civic uses, and parks and recreation areas.

The Walkability Framework Plan Map is intended to identify the network of critical pedestrian corridors that addresses gaps in the existing sidewalk system and provide connections to important community destinations. The Map identifies "proposed sidewalk improvement corridors" for sidewalk improvements in the future. Focusing sidewalk improvements along these corridors is the most efficient way to improve pedestrian connectivity to important destinations.

While the actual route of these corridors may be adjusted in the future, based on additional neighborhood input, these designated corridors were reviewed with community residents through the planning process and are based on the following:

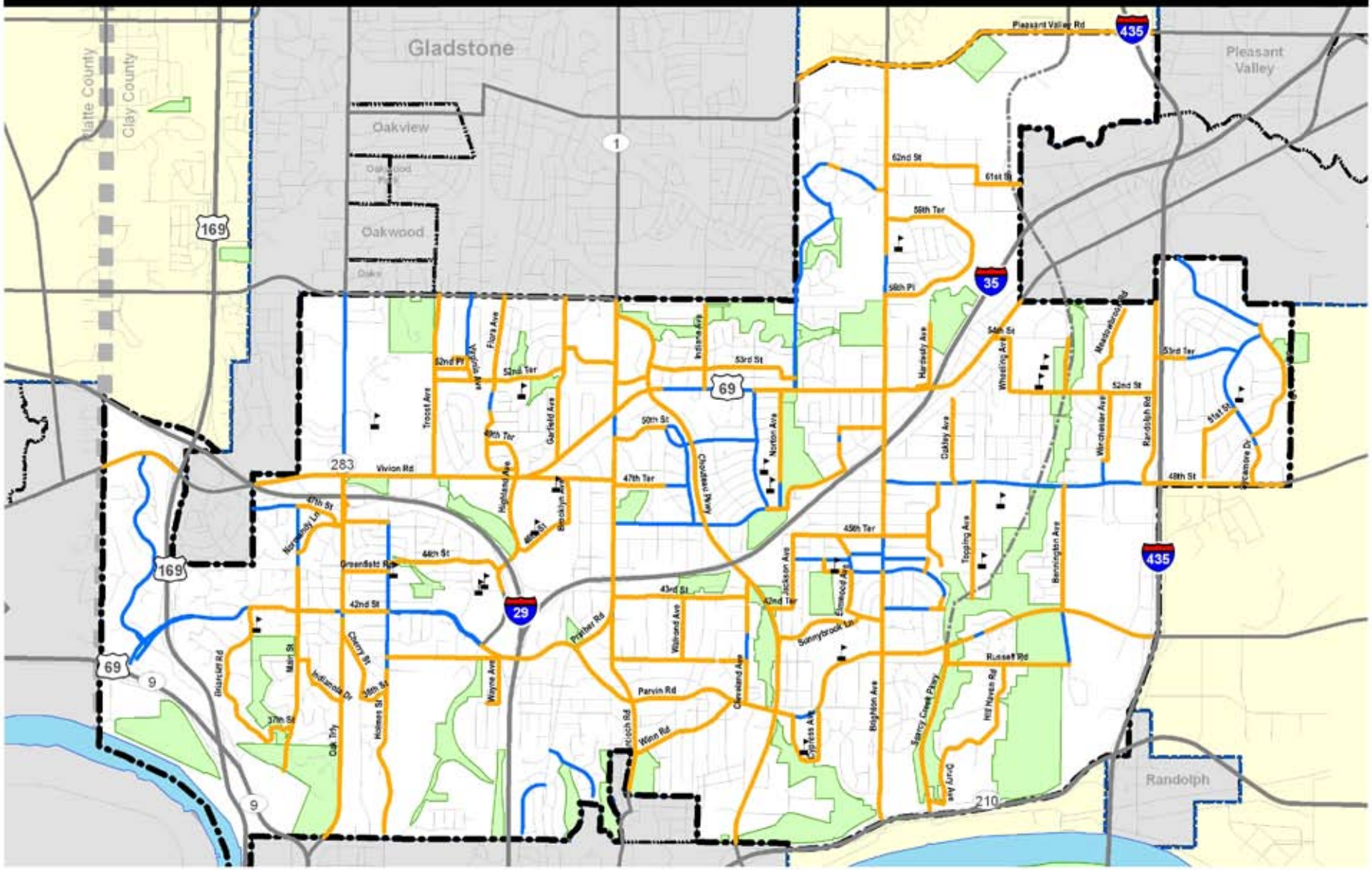
- Gaps between existing sidewalks
- Location of schools, parks, commercial destinations, employment centers and community facilities
- Location of bus stops and bus routes
- Existing and future bike lanes and trails
- Arterial and collector streets that provide connectivity routes through and between neighborhoods

WALKABILITY FRAMEWORK RECOMMENDATIONS

- Conduct Safe Routes to School plans for all elementary and middle schools in the Plan Area.
- Base sidewalk improvement strategies on the amount of available right-of-way and the local characteristics of each street and neighborhood at-large.
- Target pedestrian connections to schools as a top priority for improvements, then focus on improvements along arterials, to park and recreation areas, and along collector streets.
- Install sidewalks along both sides of the street where practical, particularly around schools. However, considerations should be given to a phased approach where sidewalk improvements may be placed on one side of the street in existing developed areas to implement a larger network of streets with sidewalks on at least one side.
- Include sidewalk crossing signals or other pedestrian (and bicycle) safety enhancements at major intersections and other critical locations.
- Develop strategies to spread the expense of improvements and help reduce the cost to individual homeowners.
- In areas with constrained right-of-way, such as around North Oak Trafficway and Cherry St, the width of travel lanes and overall street paving should be minimized to allow for the incorporation of pedestrian and bicycle improvements.

Walkability Framework Plan

Briarcliff - Winnwood Area Plan

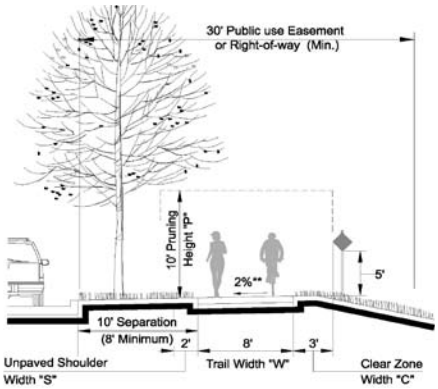


Legend

- School
- Proposed Pedestrian Improvement Corridor
- Existing Sidewalk
- Streets
- Park
- City Limit
- Adjacent Communities
- County Boundary
- BWAP Study Area

Miles
0 0.5 1

Proposed sidewalk improvement corridors address areas where citizens indicated enhanced pedestrian connections are most important, such as this area along North Oak Trafficway where there are no sidewalks leading to or from the bus stop.



Regional trails designated by the Trails KC plan envision a range of "urban" trails along major streets such as Vivion Road, as well as multi-purpose paths along streamways such as the Shoal Creek Greenway and the future Searcy Creek Parkway.

Future improvements to major streets should include a combination of on-street bike lanes and designated bike routes.

- Where higher level of service needs are identified, Pedestrian Level of Service Standards from the *Kansas City Walkability Plan* should be used to evaluate any proposed improvements.
- Improve pedestrian connections along transit routes, focusing on making pedestrian crossings safer at bus stops and adding a "walk" phase to traffic signals.
- Design interstate interchange improvements to accommodate crossings for pedestrians (and bicyclists).

ADDITIONAL WALKABILITY FRAMEWORK RECOMMENDATIONS FOR THE NORTH OAK CORRIDOR

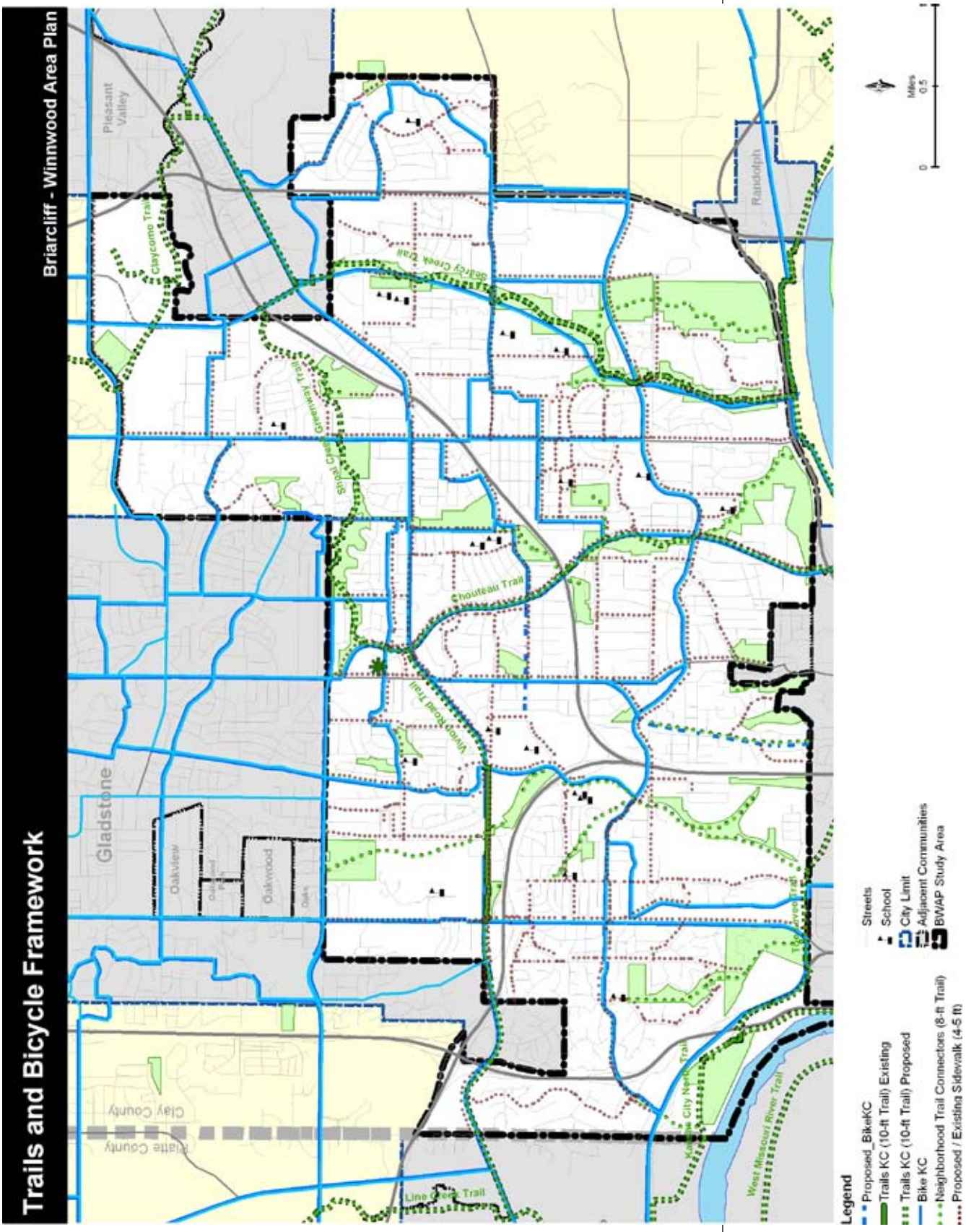
- Provide street and related infrastructure improvements throughout the North Oak Trafficway and Cherry Street node to support a highly walkable mixed-use development.
- Create a pedestrian connection at the west end of 41st Street to provide neighborhood access to commercial services and transit along North Oak Trafficway.
- Remove major barriers to pedestrian crossings on North Oak Trafficway at Waterworks Park and at the I-29 / North Oak Trafficway interchange.

Trails and Bicycle Framework

Residents of the Plan Area strongly expressed the need for additional multi-modal transportation alternatives, including accommodations for bicyclists. Recreation trails, bike routes and bike lanes are recommended to provide additional transportation choices for those traveling throughout the area and to provide recreation opportunities. Access to transit should be improved by linking bicycle routes to transit stops.

Similar to the proposed sidewalk improvement corridors identified by the Walkability Framework Plan, the Trails and Bicycle Framework Plan identifies corridors intended to provide connectivity to schools, parks, bus stops, employment centers, and other important destinations. The Trails and Bicycle Framework Plan identifies the network of recreational trails and bicycle network in the Plan Area, and represents the following:

- Trails (*Trails KC Plan*) are proposed 10-foot wide multi-purpose paths (may include walkers, joggers, bikers, etc.) located "off-street" and may also parallel major streets or drainage / greenway corridors.
- Bicycle routes (*Bike KC Plan*) in most instances would be "on-street" and used only by bicyclists. Note: Some bicycle routes identified on the map may not currently be suitable for safe travel by bicycle, and may require significant improvements before they can be safely used for this purpose.
- Neighborhood trail connectors are conceptual alignments of 8-foot wide local connections from the citywide trails corridors (*Trails KC Plan*) leading to neighborhoods or shopping.
- Sidewalk improvement corridors are four- to five-foot wide sidewalks set back from the street curb, along the same priority corridors identified on the Walkability Framework Map. Many of these routes provide connections from neighborhoods to future trails, parks and greenways.


Briarcliff - Winnwood Area Plan
Trails and Bicycle Framework
Pleasant Valley
Gladstone
Randolph
Oakview
Oakwood
Clay County
Platte County
Claycomo Trail
Shirley Creek Trail
Shirley Creek Greenway Trail
Chouteau Trail
Vivion Road Trail
Line Creek Trail
Kansas City North Trail
West Missouri River Trail
Miles
0
0.5
Legend
Proposed_BikeKC
Trails KC (10-ft Trail) Existing
Trails KC (10-ft Trail) Proposed
Bike KC
Neighborhood Trail Connectors (8-ft Trail)
Proposed / Existing Sidewalk (4-5 ft)
Streets
School
City Limit
Adjacent Communities
BWAP Study Area

Future improvements to freeway interchanges should provide safe crossings and bridge railings suitable for both pedestrians and bicyclists, such as this example from Bruce R. Watkins highway (U.S. 71 Hwy) in Kansas City.

There are many existing obstacles to safe on-street bicycling throughout the Plan Area, such as "killer grates" that need to be replaced with more bicycle friendly forms of street and storm water management infrastructure.

Enhanced local bus services and improved linkages with bus stops were strongly supported by citizens throughout the planning process.

Freeways and expressways are major barriers for both pedestrian and bicycle crossings. Future interchanges should be designed to safely accommodate pedestrian and bicycle traffic. Grade separated crossings should be considered.

TRAIL AND BICYCLE RECOMMENDATIONS

- Require developers to include bicycle racks, bicycle and pedestrian connections in all new developments.
- Target the Antioch Center redevelopment area, as well as other regional destinations, for a bike rest area (trail head) with restrooms, and bike racks / lockers.
- Integrate bicycle and pedestrian accommodations as part of all major street improvement projects.
- Design all interstate interchange improvements to accommodate safe bicycle (and pedestrian) crossings.
- Provide bike/pedestrian crossings over freeways and major arterial streets where appropriate.
- Remove hazards such as drain grates, potholes and damaged manhole covers along designated on-street bicycle routes.
- Install bicycle parking at major destinations along designated bicycle routes and within new developments.

TRAIL AND BICYCLE RECOMMENDATIONS FOR THE NORTH OAK CORRIDOR

- Provide a safe crossing along North Oak Trafficway near the Cherry Street intersection.
- Connect bicycle routes to future rapid transit stops along North Oak Trafficway.

Transit

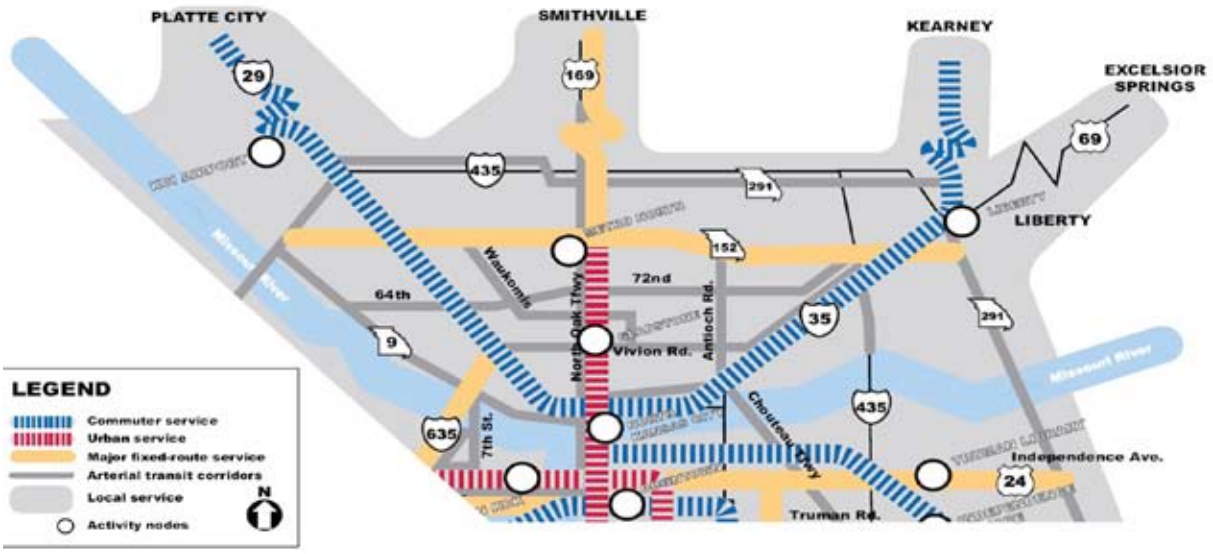
A quality multi-modal transportation network should include access to an efficient public transit system. Bus service is currently provided to the Plan Area by the Kansas City Area Transit Authority (KCATA). Currently, sixteen bus routes provide service to portions of the Plan Area, including the Gladstone-Antioch MetroFlex route. However, there are significant portions of the Plan Area that are not within a five-minute walk of a local bus route. In some cases, this is due to barriers such as freeways which restrict access from one side to the other. Throughout the planning process, participants expressed a desire for improved transit services, greater accessibility to transit routes, and enhanced amenities such as shelters, sidewalks, and concrete pads.

SMARTMOVES

SmartMoves is a comprehensive transit improvement strategy, coordinated by the Mid-America Regional Council (MARC), to integrate services throughout seven counties in the Kansas City metropolitan area. Proposed services would include high-technology buses, new freeway express services, expanded local services and more specialized transportation for the elderly and disabled, and transit centers to provide passenger amenities and convenient connections.

smartmoves

FIGURE 9: Clay and Platte Counties with Major Local Transit Corridors

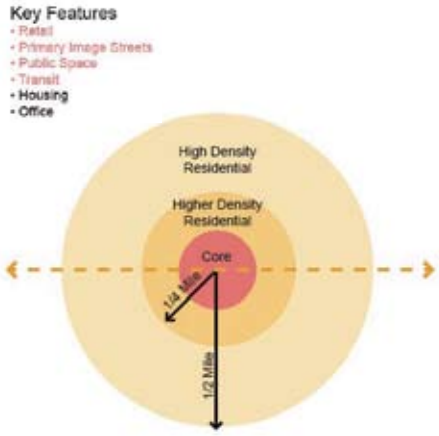


SmartMoves identifies the *Briarcliff-Winnwood Plan Area* to be served by an "urban service" route on North Oak Trafficway and "commuter service" routes along I-29 and I-35. The urban service route is envisioned to offer service to downtown by bus rapid transit or light rail. The number of stops and exact location(s) will be determined through additional study and coordination with the KCATA and other jurisdictions. The Plan Area also includes several "arterial transit corridors – Vivion Rd, Antioch Rd, and Chouteau Pkwy – that would provide important subregional connections between and within communities in the form of express bus or standard fixed-route service. "Local service" routes will provide access to local jobs, stores, services and recreation. The type of transit and supporting enhancements identified by SmartMoves for corridors in the Plan Area include the following:

- Urban Service Corridors represent street running transit in the form of light rail or bus rapid transit that provide opportunities for urban revitalization and increased density. Urban services are designed to move people across long corridors while also providing access to local destinations and activity centers along the length of the corridor. Enhancements on urban service corridors could include signal priority, real-time signs, Wi-Fi/Internet connections, etc.

- Commuter Service Corridors are high-speed commuter corridors which may parallel major commuter routes along an arterial road, run in a separate right of way, or operate within interstate or expressway right of way. Unlike urban services, commuter services provide less local access along the corridor, and stops are usually restricted to increase speed. Commuter services provide opportunities to connect residents with major employment centers. Other enhancements should include special facilities to help the service bypass congested sections of roadways. On arterial streets, vehicles should have a dedicated lane and signal priority.

Bus rapid transit such as the "Max" is envisioned for corridors such as North Oak Trafficway, and could potentially be expanded to other corridors in the Plan Area.



When rapid transit is implemented, transit supportive development and land use planning will be needed around major planned transit stops.

- Arterial Transit Corridors (Subregional Connectors) provide connections between and within communities on arterial streets as a traditional transit service with reduced stops or as express-type services. Other enhancements include real-time signs, benches, shelters, maps and other information along the corridor and at connection points.
- Local Service (Community-Based Mobility Services) areas would circulate customers within a community and provide connections to subregional and regional systems. These community-based services may operate as traditional fixed-route service or as a paratransit service and would ideally be built around transit centers that can be used to collect and distribute passengers among services or between routes. Other enhancements include real-time signs, benches, shelters, maps and other information along the corridor and at connection points.
- Activity Nodes represent activity centers that typically attract trips from across the metropolitan region. Potential for redevelopment around some of the nodes is significant and will require transportation services that are tailored for the variety of trips generated and attracted to these areas.

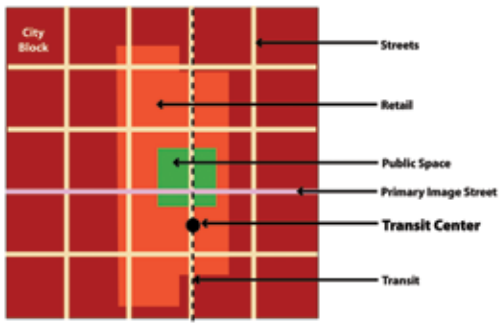
FUTURE TRANSIT CORRIDORS AND CONNECTIONS

North Oak Trafficway is designated as the "primary transit corridor" in the Plan Area and should be improved in the future with transit-friendly infrastructure and development to support either bus rapid transit or light rail transit services.

Vivion Road provides an east-west "secondary transit corridor" and the intersection of Vivion Road and North Oak Trafficway near I-29 is an ideal location for a major transit hub. This area should be promoted for future transit-oriented development and a higher level of transit-related improvements.

TRANSIT RECOMMENDATIONS

- Provide a variety of transportation options such as rapid transit (e.g., light rail or bus rapid transit), bus services and facilities, trails, sidewalks, and newer "green" transit technologies.
- Continue partnerships with the KCATA and other jurisdictions to implement regional transportation services, including the MARC SmartMoves plan and the implementation of a rapid transit system along North Oak Trafficway.
- Adopt transit-oriented development regulations and strategies in the future when rapid transit is implemented along North Oak Trafficway.
- Improve proximity and access to transit and provide amenities linking to transit services such as sidewalks and shelters.
- Provide transit stops that are safe, visible and well lit.
- Provide additional park-and-ride locations.
- Provide additional express bus services and connector shuttles.
- Provide extended service hours for transit routes.
- Provide acceleration / deceleration lanes at transit stops where right-of-way permits.
- Transit facilities should be bicycle friendly and include racks and other amenities near transit stops.



Rapid transit stops should be well connected to surrounding neighborhoods and employment areas. Providing pedestrian and bicycle connections, as well as park and ride locations, will be essential for the success of the transit system and for potential redevelopment / revitalization opportunities.

INFRASTRUCTURE

Introduction

Existing infrastructure throughout large portions of the Plan Area predates annexation in the 1950s and is characterized by streets consisting of ditch-sections for storm water drainage, no curbs and gutters, few sidewalks, and narrow rights-of-way. In addition, the water and sanitary sewer systems in portions of the Plan Area are inadequate for modern needs and in some cases are not available. Throughout the planning process, residents consistently identified the need for improved basic infrastructure.

Many streets throughout the Plan Area lack improved urban infrastructure, such as this existing stretch of Chouteau Pkwy north of Parvin Rd, which is planned to be improved to a parkway standard.

Key Issues

The following summarizes the infrastructure issues identified by community planning participants:

- **Lack of urban street and sidewalk infrastructure**: Much of the Plan Area lacks streets improved to City standards with appropriate street lighting, curbs, adequate storm water drainage systems, pedestrian and bicycle accommodations, and well maintained street surfaces. Such streets need to be improved to include street curbs and piped storm water systems or improved with an alternative "green infrastructure" solutions approach with ribbon curbs and gentle ditches, swales, and channels.
- **Maintenance of existing infrastructure**: This includes ongoing repair and the prevention of flooding and erosion in problem areas, streets, sidewalks, and other public assets.
- **Sanitary sewer**: There are clusters of properties on septic systems in several locations within the Plan Area. A major issue facing residential property owners in these areas is the ability to pay for the installation of sanitary sewer connections from the house to the public sewer line. Per City Charter, assessments are based on the entire square footage of the property. Therefore, properties with large lots pay larger assessments than those on smaller lots. Connection lines must be paid for by the property owner in addition to any assessments.
- **Undersized water mains**: Many neighborhoods throughout the Plan Area have undersized water mains less than four inches in diameter. As a result these mains do not provide adequate water pressure and may lack the ability to meet the area's fire flow needs.
- **Stormwater management**: Many areas need improved stormwater management systems, with some areas experiencing ongoing flooding and erosion of unimproved ditches along streets.
- **Attractive streetscapes**: Most arterial roadway corridors in the Plan Area lack distinctive character or identity; and, in many instances, the public infrastructure in the street right-of-way does not project a high quality appearance. The streetscape and other aesthetic improvements constructed in phases throughout the Vivion Road corridor were identified as a model for future improvements.
- **Coordination of improvements**: Improvements for various infrastructure systems often occur independently from each other, rather than concurrently. Thus, it is common with improvement projects for one system to impact another completed in previous years. Planning participants stressed the desire for a coordinated approach to improve all deficient infrastructure components in an area, such as street and sidewalks at the same time as water and sewer lines and other public and private utilities.

Citizens indicated enhancing and maintaining existing infrastructure should be a top priority throughout the Plan Area.

Storm water management system improvements are needed throughout much of the Plan Area, such as this view of NE 53rd St east of Chouteau Pkwy. These areas are opportunities to implement "green infrastructrure" and other Best Management Practices.

Coordinated utility and infrastructure investments are needed throughout the Plan Area.

Public and private development should incorporate "green" design to reduce environmental impacts, such as strategies to minimize storm water runnoff and the heat island effect from impervious surfaces.

Green infrastructure improvements in neighborhoods should be attractive in appearance and easy to maintain by area property owners.

Guiding Principles

The following guiding principles were prepared to address key infrastructure issues identified during the community planning process:

- Enhance and adequately maintain basic infrastructure.
- Enhance storm water management systems throughout the Plan Area, and integrate the use of best management practices, "green infrastructure," and other natural systems to maintain and enhance environmental quality by having the systems perform such functions as cleaning air and water, and controlling storm water runoff.
- Incorporate "Green infrastructure" into both public infrastructure and private development design (see page 87).
- Target priority improvements for water, sanitary sewer, and storm water systems in areas with existing deficient services.
- Pursue a comprehensive targeted approach to addressing all necessary infrastructure improvements concurrently in an area when capital improvements are planned.
- Implement long-term solutions for improving sanitary sewer services and eliminating septic systems.

Innovative approaches to storm water management through the use of "green infrastructure" and best management practices are encouraged throughout the Plan Area.

Water and Sanitary Sewer Systems

The water infrastructure network in the Plan Area consists of approximately 263 miles of water lines, with the distribution lines ranging in diameters between one inch and 12 inches. Approximately 40 miles (15%) of distribution mains in the Plan Area are less than four inches in diameter, which is considered undersized.

Sanitary sewer service is currently available for much of the Plan Area. However, there are clusters of properties on septic systems (see Water & Sanitary Sewer Map page 80), in the northeast portion of the Plan Area. The Water Services Department continues to work with neighborhoods and property owners to provide sanitary sewer service to areas currently without service. When a new public sewer line is constructed, properties are assessed on a square footage basis to pay for the improvements. To access this service, property owners must also pay for a private line connection to the residence. In many instances, the assessment and the private line connection costs may not be affordable or can be a significant financial challenge due to the existing value of the property.

During construction of any street or sidewalk improvement project would be an ideal opportunity to improve the water mains affected by the project. Similarly, the areas identified for sewer improvement projects can also include water main upgrades.

WATER INFRASTRUCTURE RECOMMENDATIONS

- Prioritize the replacement of undersized water mains.
- Investigate the potential use of Neighborhood Improvement Districts (NIDs) or Community Improvement Districts (CIDs) to fund improvements benefiting the entire neighborhood.

SANITARY SEWER SERVICE RECOMMENDATIONS

- Prioritize updated sanitary sewer service and removal of existing septic systems.
- Explore and implement alternative financial and assessment mechanisms to reduce the financial burden to homeowners connecting to the public sanitary sewer system.
- Investigate the potential use of Neighborhood Improvement Districts (NIDs) or Community Improvement Districts (CIDs) to fund improvements benefiting the entire neighborhood.

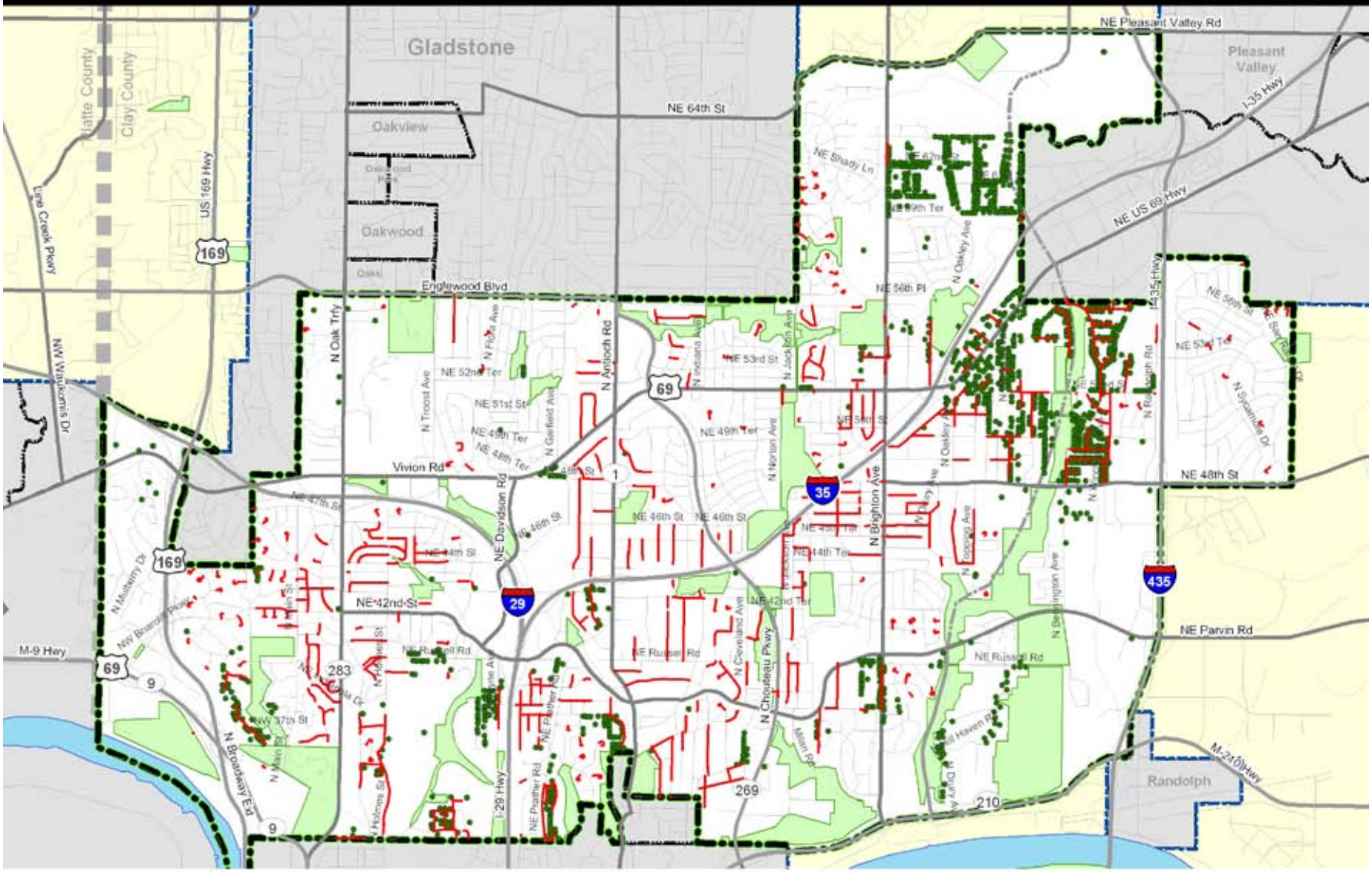
Water line improvements are needed in various locations in the Plan Area with undersized lines.

Sanitary sewer improvements in neighborhoods with clusters of septic systems will require creative approaches to limit the financial impact upon property owners.

Citizens strongly recommended a coordinated approach to infrastructure improvements with the desire for all public and private utilities to be improved in a neighborhood at the same time.

Water and Sanitary Sewer Infrastructure Plan

Briarcliff - Winnwood Area Plan



Legend

Sanitary Infrastructure
- Septic Tank

Water Infrastructure
- Less than 4"

- City Limit
- Adjacent Communities
- County Boundary
- BWAP Study Area

Miles
0 0.5 1

Storm Water Management

Many streets in the Plan Area have unimproved open ditches or deteriorating curbs and gutters that do not provide an adequate storm water management system. Improved street infrastructure will greatly improve the ability to manage storm water runoff and reduce flooding and erosion. These improvements can be in the form of curb, gutter and storm water pipes or "green infrastructure" improvements using natural systems to manage storm water.

This street is typical in neighborhoods throughout the Plan Area, lacking curbs or a storm water management system.

BEST MANAGEMENT PRACTICES (BMPS)

BMPs are environmentally sound practices aimed at reducing flow rates and pollutant concentrations in urban runoff. BMPs typically include "non-structural" improvements, such as preserving natural vegetation, particularly next to streams; and, "structural" practices like vegetated swales, storm water wetlands, rain gardens, and wet detention basins planted with native vegetation. BMPs provide benefits beyond storm water management and often cost less over time than traditional practices. The conservation of natural resources and the creation of recreational and other amenities by preserving open space are additional benefits that BMPs can provide. The basic concepts are consistent with "Green Solutions" policy adopted by City Council. The general concepts and goals of BMPs are as follows, and are further depicted on pages 83-84:

- Improve both storm water quantity and quality
- Protect streams, wetlands, slopes, vegetation and trees
- Reduce flooding, erosion and pollutants
- Increase infiltration of storm water on-site.

Typical Best Management Practices (BMPs)

Open Space

Native Vegetation
Vegetated Open Space
Reduce Impervious Surfaces
Phasing Development Grading

Source Control

Infiltration Trenches
Filter Strips
Pervious Paving
Rain Gardens

Source Filtration

Construction Management
Storm Drain Maintenance
Bioretention
Regional Storm Filters
Dry Swales and Channels

Regional Retention

Sediment Basins
Localized Retention
Wet Ponds
Constructed Wetlands
Extended Retention Ponds

GREEN SOLUTIONS

Green solutions are strategies that result in on-the-ground projects specifically designed to reduce stormwater runoff, reduce water pollution, create recreational amenities, and protect natural resources through the use of natural systems (see page 87).

The Stream Buffer Network and BMP Opportunities Map on page 86 identifies locations where BMPs would be most appropriate. Improvements in these areas may include the following types of BMPs. Recommendations for these areas include:

- Roadside detention and retention: Opportunities for storm water improvements based on future "green" projects, existing and future bike lanes and sidewalks, and roadways indentified as collectors or above.
- Green solutions: These locations were identified by the City's Watershed Master Plans and include improvements such as storm water channel improvements, erosion control, planting with native vegetation and constructing detention basins.

STORM WATER MANAGEMENT RECOMMENDATIONS

- Focus storm water management improvements in areas with flooding, unimproved ditches or erosion problems.
- Work with Water Services to clear existing clogged storm drains to improve storm water management.
- Improve neighborhood streets to City standards (e.g., storm water drainage, curbs, sidewalks, and lighting) and integrate "green infrastructure" solutions where identified in the City's Watershed Master Plan.

There are many opportunities throughout the Plan Area to implement bioswales and other BMP green solutions that are more environmentally friendly than constructing "gray infrastructure."

Best Management Practice in Residential Settings

BMP design can be incorporated throughout the Planning Area, especially in residential neighborhoods and along local streets. Rain gardens, permeable paving, and detention basins are common types of BMP that can be found in residential settings.

Rain Garden

Planted depression designed to absorb rainwater runoff from impervious urban areas like roofs, driveways, and walkways.

Detention Basin

Designed to protect against flooding and, in some cases, downstream erosion by storing water for a limited period of time. Basins can be "dry" or "wet", depending on whether they are designed to permanently retain a volume of water.

Permeable Paving

Paving method for roads, parking lots, driveways, and walkways that allows the movement of water around and through the paving material and into the soil.

Best Management Practice in Residential Settings

BMP design can be incorporated throughout the Planning Area in commercial developments and along major arterials or collectors. Rain gardens, bio-swales, and permeable paving are common types of BMPs that can be found in commercial developments.

Rain Garden

Planted depression designed to absorb rainwater runoff from impervious urban areas like roofs, driveways, and walkways.

Permeable Paving

Paving method for roads, parking lots, driveways, and walkways that allows the movement of water around and through the paving material and into the soil.

Bio-swale

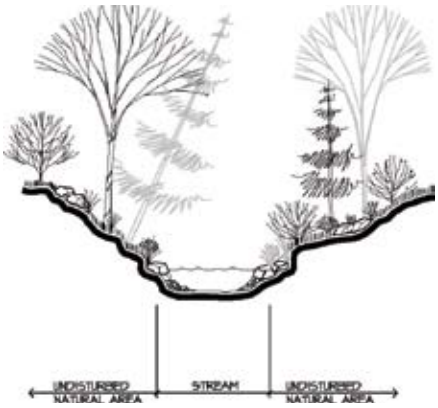
Landscape elements designed to remove silt and pollution from surface runoff water. A common application is around parking lots, where substantial automotive pollution is collected by the paving and then flushed by rain.

Stream Buffer Network

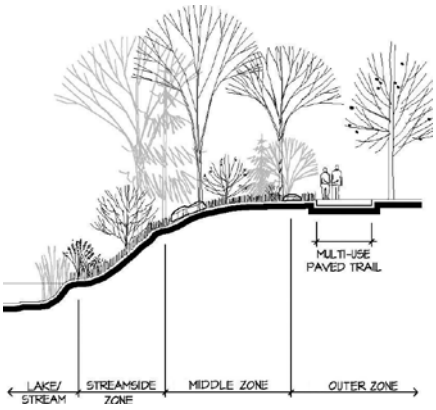
The Stream Buffer Network and BMP Opportunities Map also identifies recommended stream buffer areas based on the City's stream buffer standards. Vegetated buffers along the waterways are intended to protect stream stability, improve water quality, conserve wildlife habitat, provide flood water conveyance, and help mitigate the adverse environmental impacts that development can have on streams and associated natural resources. While many of the identified buffer corridors are located in existing developed areas, the map should be used as a guide for areas to implement innovative storm water management techniques.

All development or redevelopment projects and public infrastructure improvements within the buffer areas must adhere to the stream buffer standards in the Kansas City Zoning and Development Code. The buffers include three zones measured horizontally from the edge of the stream, and are generally summarized as the following:

- **Streamside Zone**: Extends landward 25-feet from the edge of the stream. These areas are typically limited to vegetation management and stream bank stabilization, where required, and in limited instances may also include recreational trails.
- **Middle Zone**: Extends landward from the outer edge of the streamside zone and encompasses the 100-year floodplain or jurisdictional wetlands. Some limited recreation uses and utilities may be present in these areas, such as natural storm water management practices, park open space and recreational trails.
- **Outer Zone**: Extends landward 75-feet from the outer edge of the middle zone. The outer zone buffer width may be expanded when slopes exceeding 15 percent or mature riparian vegetation areas are contiguous with the middle zone boundary. The Stream Buffer Ordinance provides a number of encouraged or required standards for uses and activities in this zone. In newly developing areas of the Plan Area, the use of Best Management Practices (BMPs) is strongly encouraged and may be required with development approvals.



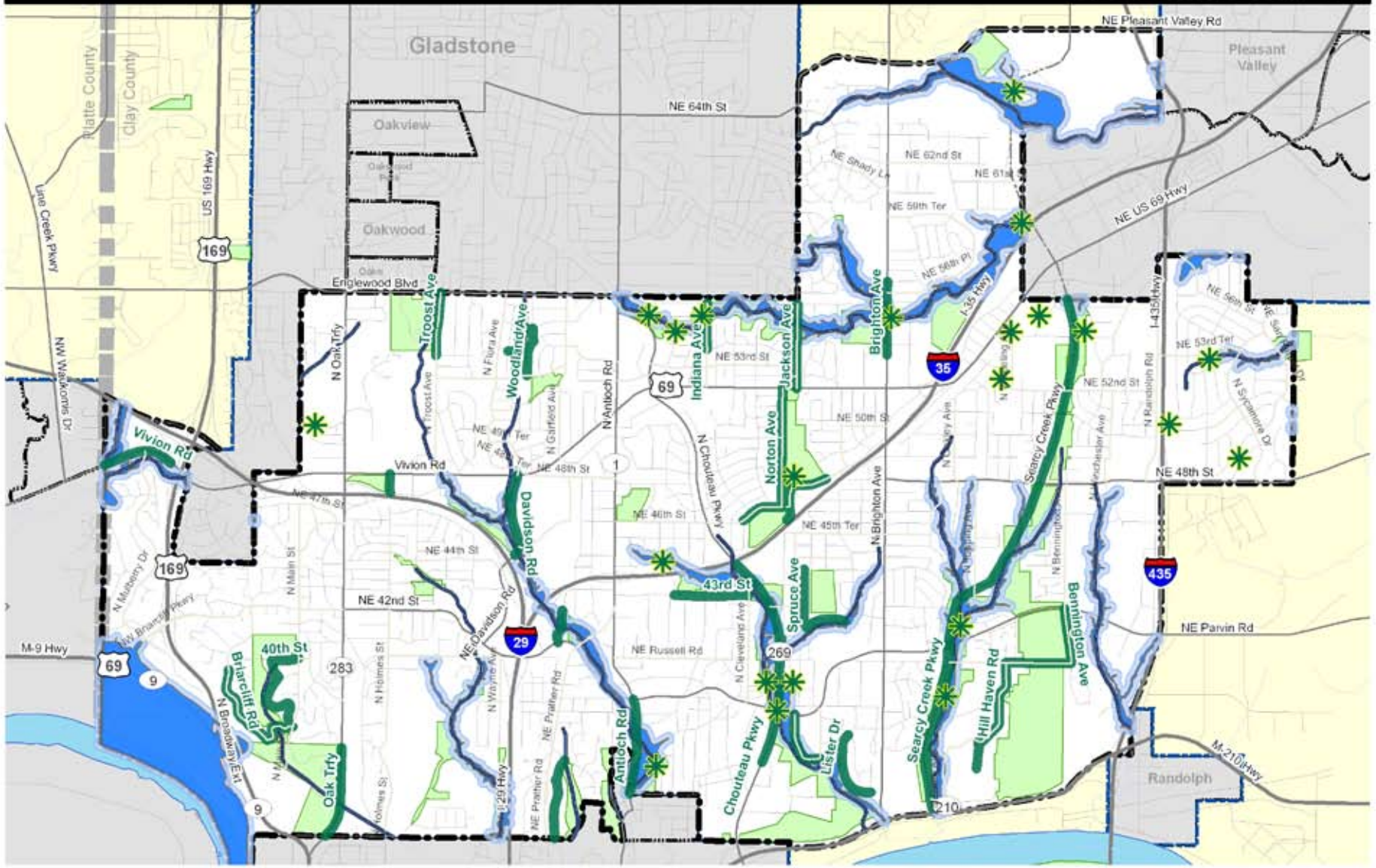
The streamside zone is the area closest to the streamway.



The middle and outer zones extend landward from the streamside zone.

Stream Buffer Network and BMP Opportunities

Briarcliff - Winnwood Area Plan



* Map represents general locations. Site survey is required to determine exact boundary.

Legend

- Streams
- Streamside Buffer
- Middle Buffer / Floodplain
- Outer Buffer
- Roadside Detention / Retention
- Green Solutions
- Park
- City Limit
- Adjacent Communities
- BWAP Study Area
- County Boundary

Miles: 0, 0.5, 1

Green Infrastructure

Participants in the planning process expressed support for pursuing "green" infrastructure improvements where practical in the Plan Area. Green infrastructure can reduce reliance on traditional storm water structures (such as pipes, channels, and treatment plants) that are expensive to build, operate and maintain. This concept should be integrated as a component of future infrastructure improvements and new development design as a means to reduce storm water runoff, reduce water pollution, create recreational amenities, protect natural resources, and implement city initiatives and programs including the City's Climate Protection Plan and KC One.

GREEN SOLUTIONS

Green solutions are strategies that result in on-the-ground projects specifically designed to reduce storm water runoff, reduce water pollution, create recreational amenities, and protect natural resources through the use of natural systems. These natural systems may include rain gardens, bio-retention facilities, stream restoration, stream buffers and other scientifically-proven methods. Installing rain gardens, bio-swales, and green roofs can help reduce storm water runoff by treating the water where it falls. Allowing storm water to soak into the ground or to run through plant material filters the water and removes pollutants.

GREEN STREETS CONCEPT

A Green Street is a sustainable stormwater strategy that meets regulatory compliance and resource standards by using natural systems to manage stormwater.

GREEEN STREETS CONCEPT

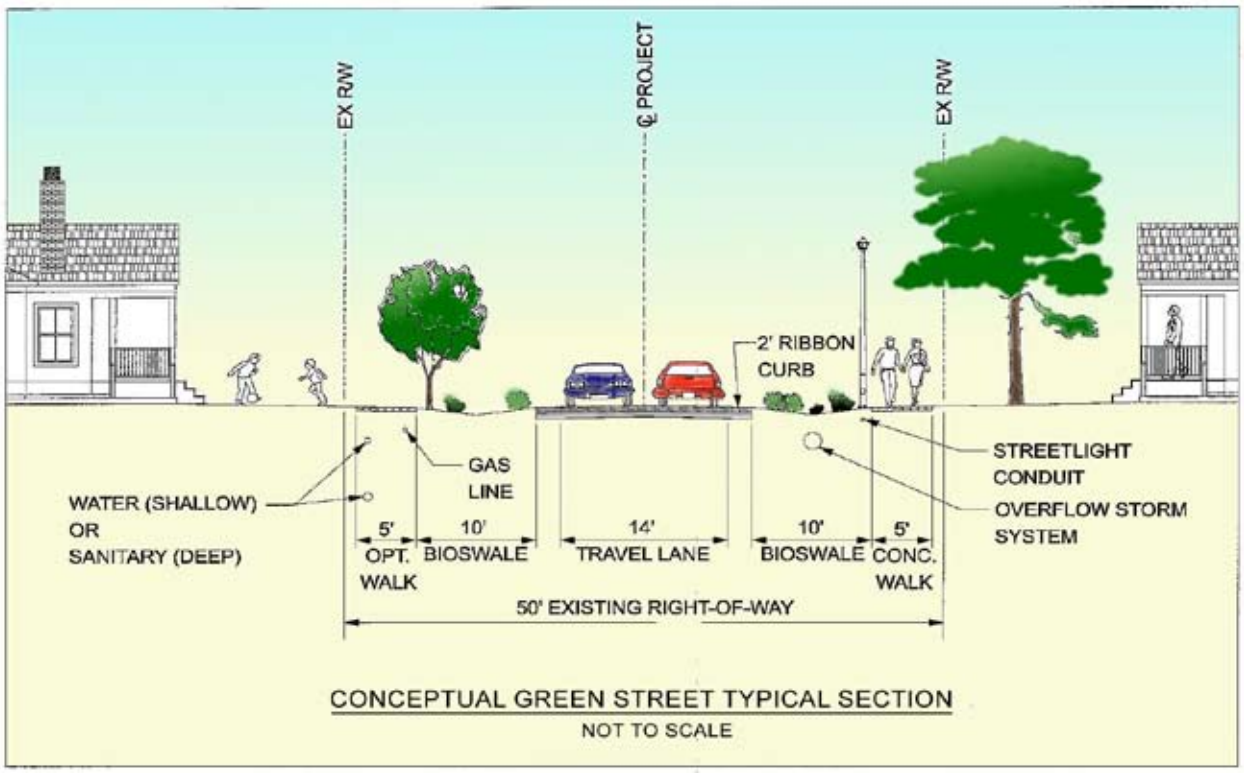
One of the tools to implement storm water BMPs in the Plan Area includes the "green street" design concept (see page 89) in-lieu of conventional "curb and gutter" street designs. Green streets provide multiple benefits such as usable green space, habitat connectivity, enhancement of the bicycle and pedestrian environment, and neighborhood livability. This street improvement concept can meet neighborhood street design goals while making significant improvements in drainage and water quality and providing community amenities and educational benefits. Green Street designs typically achieve the following:

- **Drainage** – Reduce impervious surfaces by narrowing the road, creating more space for plants and soil to absorb rain water, controlling flooding, and moving storm water away from the roadway. Drainage goals include conveyance, flood control, and significantly reducing the flow of storm water off-site. This is achieved by increasing the ability of the landscape to absorb rainwater with shallow depressions and amended soils and plants. This improves water quality and quantity, and reduces pollution and runoff speed.
- **Water quality** – Utilize a combination of soils and plants to filter rain water and allow it to seep into the ground as it washes off the roadway and parking areas. Plants and soils filter pollutants as rainwater moves through the swales, preventing them from traveling downstream to sensitive water bodies such as creeks, rivers, and lakes. Bacteria within healthy soils can also help break down carbon-based pollutants like motor oil.
- **Landscaping** – Use plants and soils to slow, filter, and infiltrate storm water runoff. Select non-invasive species that can survive with little maintenance in our local climate and physically filter pollutants out of storm water. Plants that thrive in wetlands should be placed in the lower, moist areas of the storm water swales and ponds. Landscaping should also be visually appealing and enhance the aesthetic quality of a street.
- **Mobility** – A narrower driving lane and meandering shape of the roadway can create visual interest and cause traffic to move at a slower pace. This creates a safer environment for pedestrians and bicyclists while still ensuring access for emergency vehicles and parking for residents and guests.
- **Community** – Green streets evoke environmental awareness and promote stewardship by design. Streets that are walkable, well-landscaped and safe can help bring life to a street and create a sense of place for the neighborhood and a common destination for nearby residents. The visual continuity of the street design also subtly links people together along the corridor.

The green street design concept is encouraged for improvements in the Plan Area and can include both public right-of-way, as well as on private property.

- **Houses and Private Property** – may use different strategies to collect, infiltrate, and cleanse rainwater, such as splashblocks, rocks, furrows or channels, storm water pop-ups, planted depressions (rain gardens), and yard drains.
- **Conveyance Furrows** – direct water away from the house via a path of gravel and crushed rock.
- **Yard Drains** – direct rain water to swales or a pipe.
- **Streets** – may slope to one side and includes cuts in the curb, directing rain water to swales planted with grass or other vegetation.
- **Sidewalks** – may incorporate porous concrete, allowing water to infiltrate into the ground, or be designed to allow storm water to flow across a sidewalk into a swale.
- **Swales** – used to collect, absorb, and filter rain water from streets and houses into the ground before going into the city storm drain.

The actual design may vary based on input from property owners, soil, and local neighborhood characteristics. A pilot project in the Plan Area is recommended to determine which green solution improvements, and environmental and aesthetic benefits can be implemented on a larger scale in other neighborhoods.



CONCEPTUAL GREEN STREET TYPICAL SECTION
NOT TO SCALE

At the neighborhood level, green infrastructure could include alternative "low-impact" forms of street/ curb/ sidewalk improvements and storm water management to encourage natural infiltration of storm water whenever possible, rather than piping storm water to streams and creeks. The following examples identify how an existing unimproved street could be improved with ribbon curb and vegetated shoulders in a gentle swale allowing higher infiltration rate, in lieu of enclosed piped systems. It also could include rain gardens, bioretention facilities, native landscaping, and other scientifically proven methods to treat storm water on-site and allow natural infiltration of water.

Before Improvements

(An existing street similar to many in the Plan Area, lacking curbs, sidewalks, and storm water drainage)

After Improvements

(Includes ribbon curb, gentle swales, native landscaping, new sidewalk)

Comprehensive Demonstration Project Areas

Based on existing conditions and input obtained through the planning process, planning participants recommended a targeted approach to infrastructure improvements. The Proposed Demonstration Project Areas Map on the following page identifies areas where "neighborhood demonstration projects" can be implemented to target a full range of improvements at one time, rather than incremental improvements over time. Ten areas were identified based on neighborhoods with clusters of sewer, water, street, sidewalk, storm water and private utility deficiencies or areas that may be able to coordinate with financing mechanisms such as tax increment financing (TIF) districts.

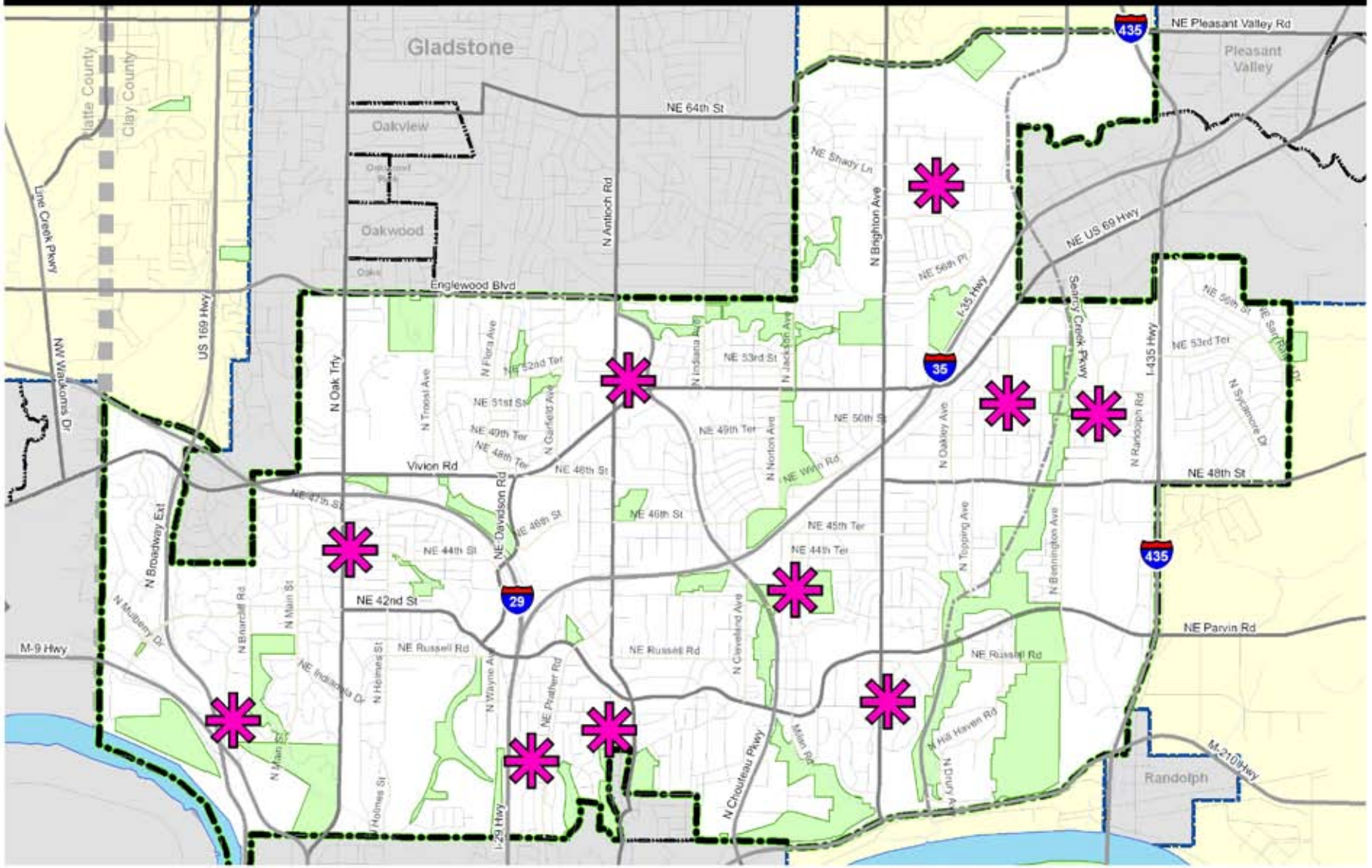
The general locations of these areas are reflected on the map. However the actual boundaries of these areas and the scope of improvements in each of these areas should be considered flexible. These areas include (in alphabetical order):

- Antioch Center Mall and surrounding commercial and neighborhood areas
- Chouteau Estates
- Maple Park (west of future Searcy Creek Parkway)
- Maple Park (east of future Searcy Creek Parkway)
- Maple Park Garden
- North Oak Corridor / Crestview neighborhood
- Old Briarcliff
- Prather Hills
- River Forest
- Winnwood-Sunnybrook neighborhoods

In addition to addressing critical infrastructure deficiencies, this coordinated improvement approach can serve as a means to provide neighborhood revitalization. Since many of the neighborhoods have local street networks lacking curbs, gutters, sidewalks, and storm water piping (gray infrastructure), these areas can provide opportunities to incorporate "green street" concepts as part of a greater community goal of enhancing water quality, and reducing storm water volume.

Proposed Demonstration Project Areas

Briarcliff - Winnwood Area Plan



Legend

- Demonstration Project Areas
- City Limit
- Adjacent Communities
- County Boundary
- BWAP Study Area

COMPREHENSIVE DEMONSTRATION PROJECT AREA RECOMMENDATION

- Identify funding sources for the pilot project.
- Require proper sequencing of improvements in the project areas to ensure other infrastructure issues are addressed in an appropriate manner prior to implementing green solutions.
- Promote a full range of infrastructure improvements with the demonstration projects including sanitary sewers, water lines, streets, sidewalks, storm water management systems, and private utilities.
- Integrate the “green street” design concept in the demonstration project areas wherever appropriate and feasible.

The Antioch Mall Shopping Center, surrounding commercial project areas within the Antioch Mall TIF, and nearby neighborhoods are recommended as a potential demonstration project area with future redevelopment and revitalization projects.

IMPLEMENTATION

Introduction

This section provides the tools and steps to implement the guidelines, recommendations and actions outlined within the Area Plan, and assigns responsibilities for implementation. This will be guided through:

- Private development applications
- Local business starts
- Community partnerships

These tools include, but are not limited to the following, which are further defined in Appendix xx, Glossary of Terms.

- Zoning
- Subdivision regulations
- Design guidelines
- Public infrastructure extension and improvement policies
- Impact assessments
- Site design
- Capital improvement programming

Area Plan Oversight Committee(s)

Although the City will be an active partner in efforts to implement the recommendations and strategies of the Area Plan, the success of the Plan will be the direct result of sustained leadership and support by citizens and other community groups. To begin the implementation process, it is recommended a planning leadership group be formed, hereafter referred to as the Briarcliff-Winnwood Area Plan Oversight Committee. This community-based committee should include interested citizens, neighborhood organizations, business owners, agencies, and other community organizations. The Committee should be formed following the adoption of the Plan by the City Council, with citizens and community leaders taking the lead to form the Committee and determine its roles, responsibilities, and functions.

The Area Plan Oversight Committee may include subcommittees, which address issues such as neighborhoods and housing, transportation, infrastructure, financing, and economic development. An initial meeting to create sub-committes and assign plan priorities should occur after plan adoption with annual follow-up meetings. In addition, the existing North Oak Corridor Plan Implementation Committee established prior to adoption of the Area Plan should continue its efforts for specific neighborhood and corridor level implementation actions for that area.

Specific responsibilities of the Oversight Committee should include:

- **Prioritize Projects:** Review individual projects recommended within the Area Plan and any other necessary projects to carry out the recommendations of the Plan. The Committee should take an active role in promoting the projects and working toward project implementation. The Committee should also help facilitate discussions and provide input on events and developments that may have an impact on the implementation of the Plan.
- **Seek Funding For Plan Implementation:** In addition to funding through the City's capital improvement funds and the Public Improvement Advisory Committee (PIAC) the Committee and community-at-large should consider financing opportunities, which may include forming special districts to fund community improvement projects. Examples include a Special Business District (SBD), Neighborhood Improvement District (NID), Community Improvement District (CID), or Transportation Development District (TDD). Local funding resources may include funds from TIF projects.

Summary of Financing Programs

CLEAN WATER STATE REVOLVING FUND (CWSRF)

- Eligible Projects/Programs: Public Infrastructure, Storm Water Management

The CWSRF program, administered by the EPA, provides loan assistance for wastewater treatment, storm water management, nonpoint source abatement and estuary protection projects. This funding is provided in the form of low interest loans at an average of 30% below market rate. CWSRF programs are capitalized with a grant from the EPA, plus a 20% match from the state. The revolving nature of the program is perpetuated with loan repayments, interest, and federal capitalization grants that are used to fund new projects. CWSRF loans can have interest rates as low as 0%, and cover up to 100% of a project's costs with no matching requirement on behalf of the borrower. States have flexibility to set interest rates and repayment terms. Loans are usually paid off over 20 years or the useful life of the project (whichever is less) with repayment commencing within one year of project completion. In many cases, funds to repay CWSRF loans are generated by the project itself.

The CWSRF can fund the "capital costs" of water quality improvement. Capital costs include traditional infrastructure expenditures (such as pipes, pumps and treatment plants), as well as unconventional infrastructure costs (such as land conservation, tree plantings, equipment purchases, planning and

design, environmental cleanups and the development and initial delivery of environmental education programs). Grey stormwater infrastructure, such as traditional pipes and pumps, continue to be eligible for CWSRF assistance and represent the majority of CWSRF-funded projects. However, a growing number of communities are now using the CWSRF to pay for green infrastructure projects that improve water quality while providing additional economic and environmental benefits. By incorporating green infrastructure into traditional storm water infrastructure projects, Publicly Owned Treatment Works can use CWSRF funds to pay for land acquisitions in public rights-of-way that would not otherwise be authorized.

PUBLIC WORKS AND ECONOMIC DEVELOPMENT PROGRAM PWED

Eligible Projects/Programs: Public Infrastructure

Through the Public Works and Economic Development Program, the Economic Development Administration, of the Department of Commerce, provides Public Works investment assistance to support the construction or rehabilitation of essential public infrastructure and facilities necessary to generate or retain long-term private sector jobs and investments, attract private sector capital, and promote regional competitiveness. Cities are eligible applicants for PWED funds, and eligible activities include the acquisition or development of public land and improvements for use in public works, public services, or public facilities. Other appropriate activities include acquisition, design and engineering, construction, rehabilitation, alteration, expansion, or improvement of publicly owned and operated development facilities, including related machinery and equipment.

A project must be located in or impact a region that satisfies one or more of the economic distress criteria set forth in CFR 301.3(a). In addition, the project must fulfill a pressing need of the region and must improve the opportunities for the successful establishment or expansion of industrial or commercial plants or facilities in the region. All proposed investments must be consistent with a current EDA-approved Comprehensive Economic Development Strategy (CEDS) or equivalent strategic economic development plan for the region in which the project will be located, and the applicant must have the required local share of funds committed, available, and unencumbered. Applicants must be able to start and complete proposed projects in a timely manner consistent with award terms and conditions.

SECTION 319 NONPOINT SOURCE IMPLEMENTATION PROGRAM

- Eligible Projects/Programs: Green Infrastructure and Storm Water Management

Nonpoint source (NPS) pollution is traced to multiple sources (both natural and man made) within a watershed, such as stormwater runoff, agricultural/land disturbance activities, or faulty septic systems. NPS grant funds are provided from U.S. Environmental Protection Agency (EPA) through Section 319(h) of the Clean Water Act and are administered from the EPA Region 7 Office through the Missouri Department of Natural Resources to eligible sponsors. Funds can be used to address NPS pollution through information/education, conservation, restoration, or improvement of water quality. Eligible sponsors include state and local agencies, educational institutions, and nonprofit organizations with 501(c)(3) status. The overall goal of the grant program is to provide citizens with the knowledge and ability to improve their common land-use practices and to protect water quality. Selection for 319 funding emphasizes projects that restore the quality of waters on the state's 303(d) list of impaired waters, but other high quality NPS projects are also encouraged.

The mission of Missouri's nonpoint source management program is to preserve and protect the quality of the water resources of the state from nonpoint source impairments. This includes:

- Continue and enhance statewide water quality assessment processes to evaluate water quality and prioritize watersheds affected by nonpoint source pollution.
- Improve water quality by implementing nonpoint source related project and other activities.
- Maintain a viable, relevant, and effective Nonpoint Source Management Program with the flexibility necessary to meet changing environmental conditions and regulations.

DRINKING WATER STATE REVOLVING FUND (DWSRF)

- Eligible Projects/Programs: Public Water System Improvements

The DWSRF is a multi-faceted tool for states to use in achieving the public health protection objectives of the Safe Drinking Water Act (SDWA). Under SDWA authority, the EPA establishes national health-based standards for drinking water that protects against a wide range of contaminants, and it provides national leadership in implementing a suite of programs designed to protect water supplies and ensure the sound operation of water systems. States operate their own DWSRF programs and receive annual capitalization grants from EPA which they use to support low interest loans and other types of assistance to public water systems.

State DWSRF programs are administered in conjunction with the Public Water System Supervision (PWSS) program. The PWSS program develops and maintains drinking water regulations, tracks compliance information, inventories and surveys public water systems, and ensures that all public water systems follow state regulations. DWSRF funds are used to ensure public health protection, compliance with drinking water standards, and affordable access to drinking water.

Implementation Matrix

The following action steps and the framework identified throughout the Plan should be used to prioritize improvement plans and requests for funding, such as through the Public Improvements Advisory Committee (PIAC) and other local, state, and federal funding sources.

The work plan for implementation is summarized in the following matrix elements:

- **Action Steps** – First steps in implementing Plan recommendations.
- **Implementation Responsibilities** – Lead organizations and partners responsible for initiation, oversight, and monitoring. These may include:
  - City: includes various city departments, boards, and commissions.
  - Agencies: may include federal, state, and county departments and agencies.
  - Private Sector: may include developers and land owners.
  - Oversight Committee: should include citizens, neighborhood organizations, business owners, agencies, and other community organizations.

Responsibility: ■ Primary ☐ Secondary

- **Time Frame** – A general period of time during which specific actions should occur, expressed in the following terms:
  - Short-term, 1 to 3 years
  - Medium-Term, 3-5 years
  - Long-Term, over 5 years
  - Ongoing

Responsibility: ■ Primary ☐ Secondary

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY				TIME FRAME			
Organization		Active Partners						
	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 Years)	Mid Term (3-5 Years)	Long Term (5+ Years)	Ongoing
Establish an ongoing Oversight Committee, potentially with subcommittees to take an active lead in Plan implementation.	☐		■	■	✓			
Evaluate and help pursue funding sources for Plan implementation.	■		■	☐				✓

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY				TIME FRAME			
Land Use and Urban Design		Active Partners						
	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 Years)	Mid Term (3-5 Years)	Long Term (5+ Years)	Ongoing
Work with the City to identify and downzone "heavy" business/ commercial zoned properties located in close proximity to residential neighborhoods to mixed-use and planned neighborhood serving business districts (typically office (O) and business (B1) zoning districts).	■	☐	☐	■	✓			
Adopt an overlay district for the North Oak Corridor to implement the land use and development recommendations and to address transit-oriented development standards when rapid transit is implemented along the corridor.	■	☐	☐	■	✓			
Participate in a Waterworks Park master planning effort.	■	☐	☐	☐		✓		
Monitor zoning and development applications for conformance with the Area Plan recommendations and design guidelines.	■		☐	☐				✓
Pursue measures to support and finance improvements in priority zone revitalization / redevelopment areas.	■	☐	☐					✓

Responsibility: ■ Primary ☐ Secondary

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY				TIME FRAME			
		Active Partners						
Land Use and Urban Design	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 Years)	Mid Term (3-5 Years)	Long Term (5+ Years)	Ongoing
Integrate new residential as part of commercial redevelopment projects.	☐	☐	■					✓
Explore flexibility for lot and setback standards for planned developments in revitalization / redevelopment areas in exchange for preservation of a greater amount of open space and woodland areas.	■							✓
Promote "mixed-use" development in new or redeveloping commercial areas and integrate new housing choices as a component of the development design (i.e. lofts, townhomes, senior living facilities, etc.).	■		■	☐				✓
Integrate mixed-income housing in new developments.	☐	☐	■					✓
Discourage the expansion of linear strip commercial development.	■		☐	☐				✓
Provide park facilities that serve as neighborhood gathering places.	■							
Promote the dispersal of subsidized and rental housing throughout the Plan Area. Discourage the clustering of such housing.	■	■						✓
Cluster new retail areas located near neighborhoods into "mixed-use" districts with neighborhood serving businesses.	■		☐					✓
Work with developers to ensure compatibility with surrounding areas, including conformance with the Area Plan Design Guidelines.	■	☐	☐					✓
Implement Best Management Practices and "green infrastructure" design in new developments.	■	☐	☐					✓
Require private developments in gateway areas to provide focal points in accordance with the Design Guidelines.	■	☐	☐					✓
Work with the North Kansas City School District, private and parochial schools, Northland Neighborhoods Inc., and other institutions to support neighborhood outreach, such as the use of space / grounds for learning centers, special neighborhood events, and other activities.	☐	■	☐	☐				✓
Use the Area Plan design guidelines in designing / redesigning housing programs.	■	☐						✓

Responsibility: ■ Primary ☐ Secondary

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY				TIME FRAME			
		Active Partners						
Neighborhoods and Housing	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 Years)	Mid Term (3-5 Years)	Long Term (5+ Years)	Ongoing
Strategies for New Housing								
Promote a full range of new housing choices for all citizens and income levels.	■	☐	☐	☐				✓
Encourage the redevelopment of underutilized commercial properties or unused public properties (not including park lands) for new residential housing choices.	■	☐	☐	■				✓
Promote new residential and nonresidential development that is designed to blend appropriately with the neighborhood's existing character.	■	☐	☐	☐				✓
Promote new "attached-housing" choices and development designs compatible with existing single-family neighborhoods (i.e. housing types and development plans creating the appearance of a single-family neighborhood).	■	☐	■	☐				✓
Promote "green" design practices in new housing developments and renovation projects (i.e. energy efficiency, reduced storm water runoff, water conservation, reduced wastewater, etc.).	■	☐	☐	☐				✓
Strategies to Encourage Home Ownership								
Encourage home ownership through the use of programs, such as the Kansas City Dream Home Program, to assist qualified home buyers with a down payment and closing costs.	■	■	☐	■				✓
Explore the use of Urban Renewal Areas (URAs) or other abatement tools to provide tax abatements to qualified property owners.	■	☐	☐	■	✓			
Target Federal HOME funds to construct, purchase, and/or rehabilitate housing for affordable home ownership.	■	■	☐	☐				✓
Explore the use of tax abatement and other programs to encourage home ownership.	■	☐	☐	■		✓		
Strategies to Address Home Improvement and Property Maintenance Issues								
Follow the pilot rental licensing program for single-family and two-family homes established by Ordinance No. 080286.	■	☐	■	■	✓			
Combine targeted code enforcement with assistance for needed home repairs and basic maintenance.	■	☐		☐				✓
Work with local homes associations and community groups to identify chronic problem areas with property maintenance and code violations.	■	☐		■				✓

Responsibility: ■ Primary ☐ Secondary

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY				TIME FRAME			
		Active Partners						
Neighborhoods and Housing	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 Years)	Mid Term (3-5 Years)	Long Term (5+ Years)	Ongoing
Maximize minor home repair funds to provide basic home improvements.	■	☐		☐				✓
Work with appropriate City departments to create a process to require an inspection for all foreclosures to be completed before the property is sold to an owner-occupant tenant to ensure that the property meets minimum code standards.	■	☐		■	✓			
Strategies to Address Basic Infrastructure and Property Improvements								
Investigate the possibility of leveraging incentive programs (such as a new Tax Increment Financing District) to fund improvements in adjacent residential areas. An example of this program is the Chouteau Housing and Maintenance Program (CHAMP) administered by Northland Neighborhoods, Inc. in the Chaumiere and Winnwood-Sunnybrook neighborhoods.	■	☐	☐	■				✓
Proactively identify, purchase, demolish and rebuild chronically vacant and dilapidated homes. Rehabilitate or renovate dilapidated homes where economically feasible.	■	☐	■	☐				✓
Target sidewalk and bicycle facility improvements that maximize safe, convenient connections from residential areas to retail areas, schools, transit stops, parks, religious institutions, and other neighborhood destinations.	■	☐		☐				✓

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY				TIME FRAME			
		Active Partners						
Transportation	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 Years)	Mid Term (3-5 Years)	Long Term (5+ Years)	Ongoing
Amend the Major Street Plan to show a bicycle route along Holmes Rd between Russell Rd and I-29. Remove the North Oak Trafficway bicycle route south of I-29.	■			☐	✓			
Update the City's Major Street Plan to reflect collector streets and bicycle route recommendations of this Plan.	■			☐	✓			
Prioritize transportation projects beyond the North Oak Trafficway reconstruction area, and develop a funding strategy.	■	☐	☐	■	✓			

Responsibility: ■ Primary ☐ Secondary

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY				TIME FRAME			
Transportation	City	Active Partners: Agencies	Active Partners: Private Sector	Active Partners: Oversight Committee	Short Term (1-3 Years)	Mid Term (3-5 Years)	Long Term (5+ Years)	Ongoing
Work with North Oak Trafficway improvement engineering design consultants to identify and select unique themes for streetscape improvements for each roadway section type.	■	☐	☐	■		✓		
As part of the North Oak Trafficway design and engineering for the segment south of 39th Street, determine how to incorporate a bicycle connection between Cherry Street and North Oak Trafficway near the entrance to Waterworks Park.	■	☐	☐	☐		✓		
Prepare Safe Routes to School plans for all elementary and middle schools in the Plan Area.	■	☐		☐		✓		
Implement rapid transit in the North Oak corridor.	■	■	☐	☐			✓	
Conduct an alignment study and preliminary engineering design study for the undeveloped phases of Searcy Creek Parkway.	■	☐		☐			✓	
Conduct a streetscape enhancement design study for Englewood Road as a joint effort with the City of Gladstone.	■	☐		☐			✓	
Implement the transportation and enhancement recommendations for the North Oak Trafficway and Vivion Road corridors.	■	■		☐				✓
Prioritize PIAC requests and City funding for sidewalk, bicycle, and trail improvements based on the Walkability Framework and Trails and Bicycle Framework Maps of the Area Plan	■	☐		☐				✓
Require new developments in proximity to citywide trails (*Trails KC Plan*) to provide local trail connections.	■		☐	☐				✓
Implement the *Trails KC Plan* and *Bike KC Plan* throughout the Plan Area as part of public improvement plans, new development plans and regional transportation plans.	■	☐	☐	☐				✓
Provide enhanced bus service and bus stop amenities throughout the Plan Area.	■	■		☐				✓
Monitor progress on regional transit and develop participation approaches to assure the North Oak corridor is included.	■	■	■	■				✓
Work with major roadway improvement engineering design consultants to identify and select appropriate unique themes for landscape and streetscape improvements.	■	☐	☐	■				✓
Develop supplemental funding sources for roadway improvements such as a Community Improvement District (CID)	■	☐	☐	■				✓

Responsibility: ■ Primary ☐ Secondary

ACTION STEPS	IMPLEMENTATION RESPONSIBILITY				TIME FRAME			
		Active Partners						
Infrastructure	City	Agencies	Private Sector	Oversight Committee	Short Term (1-3 Years)	Mid Term (3-5 Years)	Long Term (5+ Years)	Ongoing
Implement "green infrastructure" design for the planned Chouteau Pkwy improvements.	☐	■		☐	✓			
Conduct a pilot project in the Plan Area to determine the most appropriate green solutions improvements, and environmental and aesthetic benefits that can be implemented on a larger scale in other neighborhoods throughout the Plan Area and citywide.	■	☐		☐	✓			
Conduct additional planning and engineering design at the neighborhood level to determine the most appropriate mix of infrastructure improvements in the targeted "comprehensive demonstration project" areas.	■	☐		☐		✓		
Implement "comprehensive demonstration projects" in the remaining targeted areas.	■	☐		☐			✓	
Upgrade undersized water mains within designated "demonstration project areas" and priority zones for revitalization or redevelopment.	■	☐		☐			✓	
Explore and implement alternative financial and assessment mechanisms to reduce the financial burden to home owners connecting to the public sanitary sewer system.	■	☐		■			✓	
Incorporate "green infrastructure" design for future street and public improvements, particularly in areas with the greatest opportunities for best management practices.	■	☐		☐				✓
Investigate the potential use of Neighborhood Improvement Districts (NIDs) or Community Improvement Districts (CIDs) to fund infrastructure improvements (and other services) within neighborhoods.	■	☐	☐	■				✓